No. P-611. B U L L E T I N Portland, Oregon.
August 13, 1914.

All Concerned;

Post at Portland-Terminal Roundhouse-Whiteson-McMinnville-Corvallis-Dallas-Sheridan.

Effective at once all passenger trains will stop on flag at County Road crossing 1-1/8 miles east of Parker.

F. L. Burckhalter,
Superintendent.

cc Mr G. F. Richardson.
cc Mr G C Morris.

PACIFIC COMPANY

(PACIFIC SYSTEM)

ME TABLE

FOR THE

AND DIVISION

B1

unday, June 21st, 1914, at 12:01 A. M.

STANDARD TIME (120th MERIDIAN)

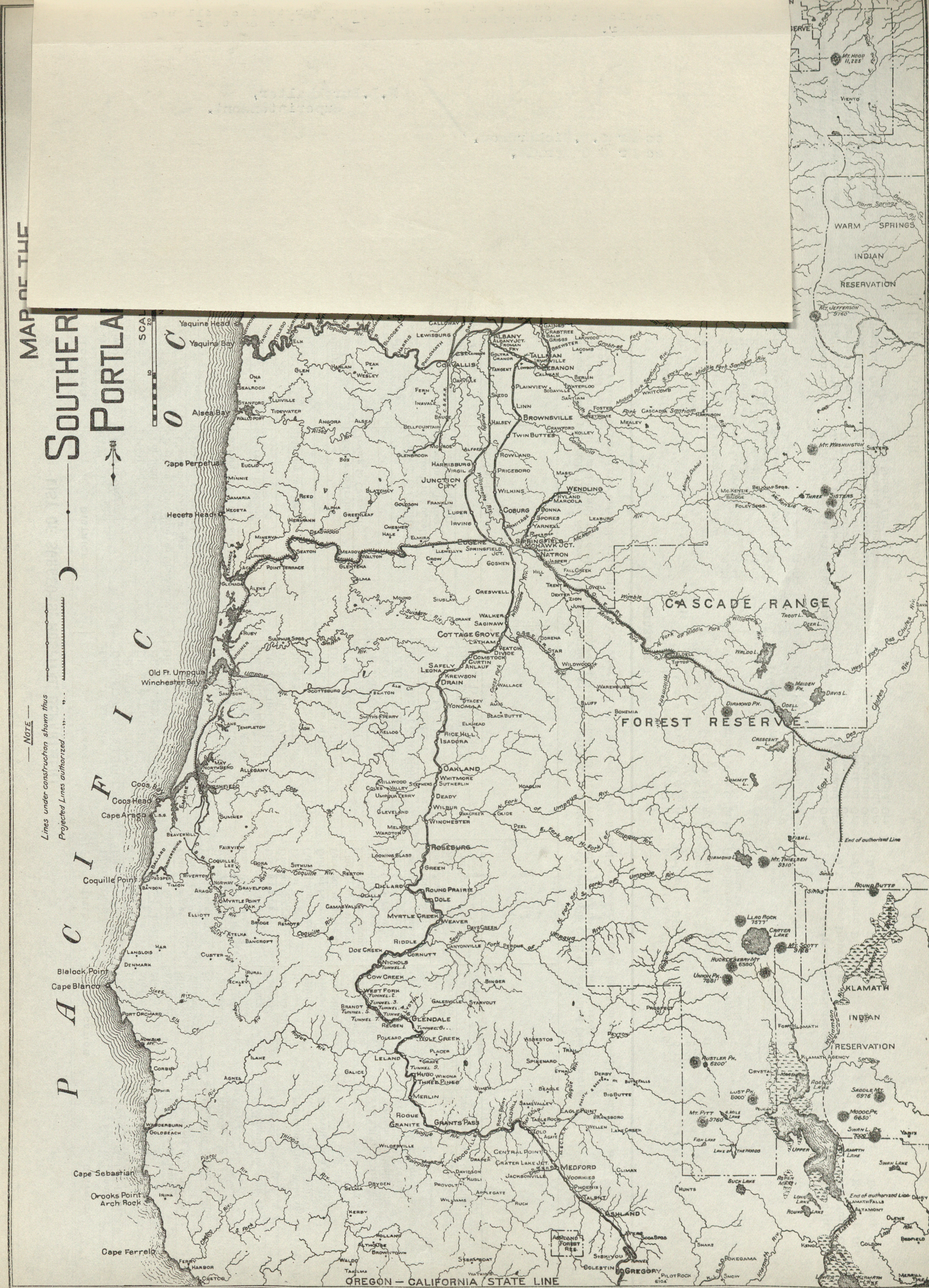
ation of employes only, and not intended for the use of the public.
ves the right to vary from this time table at pleasure.

SOUTHERN PACIFIC SAFETY

W. R. SCOTT,
Vice President and General Manager.

D. W. CAMPBELL,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.


MAP OF THE
SOUTHER
PORTLA
SCAL
NOTE
Lines under construction shown thus
Projected Lines authorized
P A C I F I C   O C
CASCADE RANGE
FOREST RESERVE
WARM SPRINGS INDIAN RESERVATION
KLAMATH INDIAN RESERVATION
OREGON — CALIFORNIA STATE LINE
End of authorized Line
End of authorized Line
Mt. Hood 11,225'
Mt. Jefferson 5760'
Mt. Washington
Three Sisters
Diamond Pk.
Mt. Thielsen 9310'
Crater Lake
Mt. Scott
Union Pk. 7881
Rustler Pk. 6200'
Mt. Pitt 9760
Lust Pk. 8000
Saddle Mt. 6976
Modoc Pt. 6650
Swan L. Pt. 7200
Pilot Rock 6104
Round Butte
Klamath Lake
Upper Klamath Lake
Lower Klamath Lake
Yaquina Head
Yaquina Bay
Alsea Bay
Cape Perpetua
Heceta Head
Old Ft. Umpqua
Winchester Bay
Coos Head
Coos B.
Cape Arago
Coquille Point
Blalock Point
Cape Blanco
Cape Sebastian
Crooks Point
Arch Rock
Cape Ferrelo
Albany
Corvallis
Lebanon
Brownsville
Harrisburg
Junction City
Eugene
Springfield
Natron
Wendling
Cottage Grove
Drain
Oakland
Roseburg
Myrtle Creek
Riddle
Glendale
Grants Pass
Medford
Jacksonville
Ashland
Gregory
Marshfield
North Bend
Coquille
Bandon
Myrtle Point
Ashland Forest Res.
Klamath Agency
Odell
Crescent

BULLETIN.

Portland,Oregon.
July 14th.,1914.

No. P-509.

All Concerned:

Post at Portland-Terminal Roundhouse- Hillsboro.

Effective at once train No-143 will stop on signal at Main St. Hillsboro to pick up passengers.

F.L.Burckhalter,
Superintendent.

cc Mr G.F.Richardson,
San Francisco.

Noted

PACIFIC COMPANY

(PACIFIC SYSTEM)

ME TABLE

FOR THE

AND DIVISION

unday, June 21st, 1914, at 12:01 A. M.

STANDARD TIME (120th MERIDIAN)

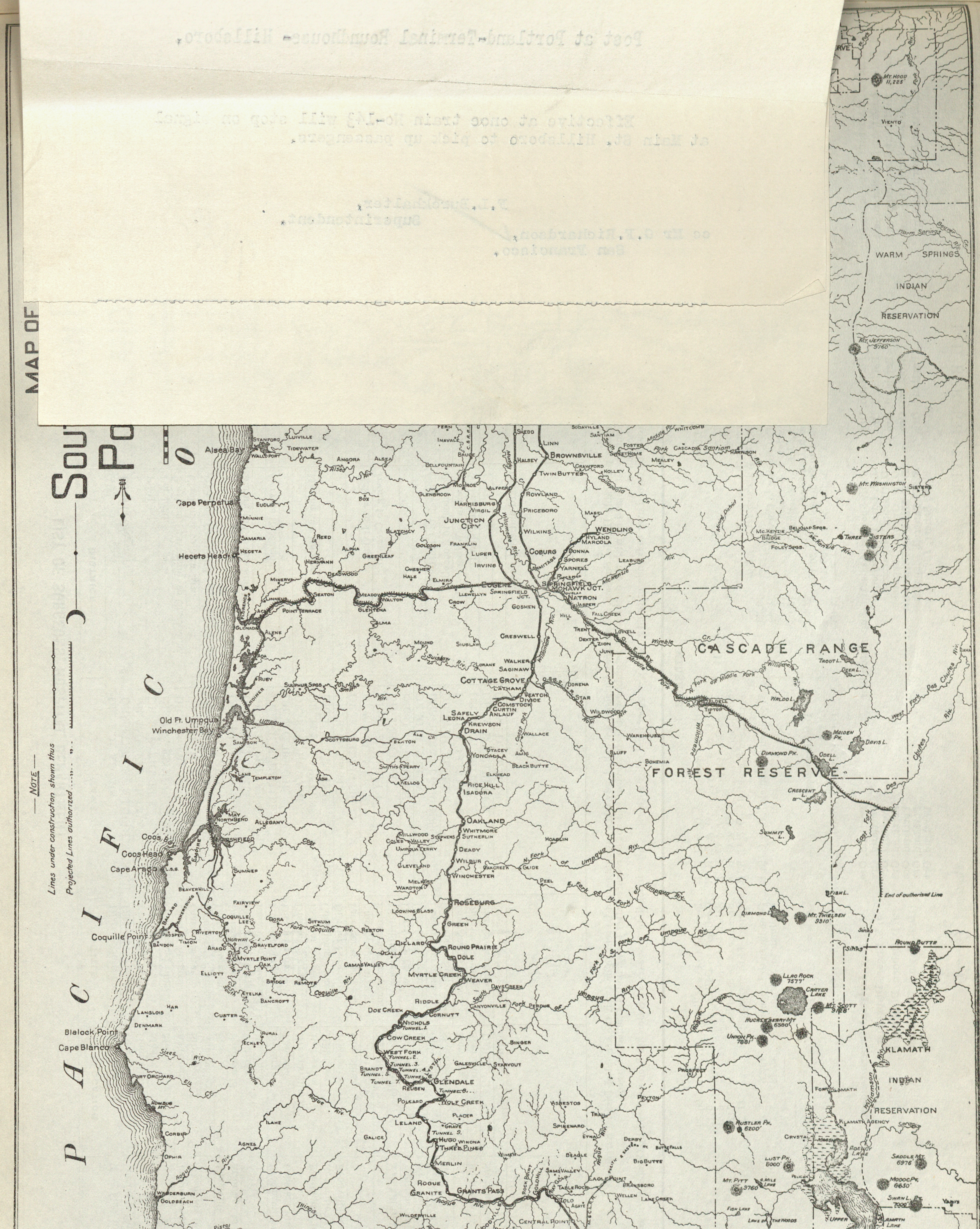
ation of employes only, and not intended for the use of the public.
ves the right to vary from this time table at pleasure.

SOUTHERN SAFETY PACIFIC

W. R. SCOTT,
Vice President and General Manager.

D. W. CAMPBELL,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.


MAP OF
SOU
PO
NOTE
Lines under construction shown thus
Projected Lines authorized
PACIFIC
Alsea Bay
Cape Perpetua
Heceta Head
Old Ft. Umpqua
Winchester Bay
Coos Bay
Coos Head
Cape Arago
Coquille Point
Blalock Point
Cape Blanco
Cape Sebastian
Crooks Point
Arch Rock
Cape Ferrelo
Mt. Hood 11,225
Viento
WARM SPRINGS INDIAN RESERVATION
Mt. Jefferson 9760
Mt. Washington
Sisters
Three Sisters
Brownsville
Halsey
Harrisburg
Junction City
Coburg
Wendling
Marcola
Eugene
Springfield
Mohawk Jct.
Natron
Creswell
Cottage Grove
Drain
Yoncalla
Oakland
Sutherlin
Winchester
Roseburg
Myrtle Creek
Riddle
Glendale
Wolf Creek
Grants Pass
Medford
Jacksonville
Ashland
Gregory
Marshfield
North Bend
Coquille
Bandon
Gardiner
Florence
CASCADE RANGE
FOREST RESERVE
Diamond Pk.
Odell
Crescent L.
Mt. Thielsen 9310'
Diamond L.
Llao Rock 7577'
Crater Lake
Mt. Scott 8928'
Union Pk. 7881'
Rustler Pk. 6200'
Mt. Pitt 9760
KLAMATH INDIAN RESERVATION
Klamath Agency
Upper Klamath Lake
Klamath Falls
Lower Klamath Lake
End of authorized Line
Round Butte
Ashland Forest Res.
Siskiyou
Pilot Rock
OREGON — CALIFORNIA STATE LINE

SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM)

81

TIME TABLE

FOR THE

PORTLAND DIVISION

To Take Effect Sunday, June 21st, 1914, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.
The Company reserves the right to vary from this time table at pleasure.

W. R. SCOTT,
Vice President and General Manager.

D. W. CAMPBELL,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

JUNCTION CITY SUBDIVISION

Eastward	FROM SAN FRANCISCO																			TOWARD SAN FRANCISCO			Westward
Capacity of Sidings in cars and location of scales, water, fuel and turning stations.		SECOND CLASS			FIRST CLASS						Distance from San Francisco	Time Table No. 81 June 21, 1914		Distance from Portland via Lebanon	FIRST CLASS						SECOND CLASS		
		246	242	248	74	98	76	66	72	62					97	73	61	75	65	71	245	241	247
		Way Freight	Way Freight	Freight	Passenger	Mixed	Mixed	Passenger	Passenger	Woodburn Passenger					Mixed	Passenger	Passenger	Mixed	Brownsville Passenger	Passenger	Way Freight	Way Freight	Freight
		Leave Daily Ex. Sunday	Leave Tues., Thurs., Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Mon., Wed., Fri.	Arrive Daily
27	WFOY	2.00PM	6.00AM			5.05PM				5.20AM	645.0	DR	**SPRINGFIELD**	128.7	s 7.45AM		s 3.25PM				8.25AM	4.15PM	
											645.1		0.1 P. E. & E. CROSSING	128.6									
11		2.15	6.13			f 5.15				f 5.29	648.9		3.8 ARMITAGE (Spur)	124.8	f 7.34		f 3.13				8.10	4.00	
15		2.30PM	6.30			s 5.25PM				s 5.40	652.4	DR	3.5 **COBURG**	121.3	7.25AM		s 3.04				8.00AM	3.50	
6			6.42							f 5.49	656.5		4.1 WILKINS (Spur)	117.2			f 2.51					3.29	
8			6.54							f 5.57	660.3		3.8 PRICEBORO (Spur)	113.4			f 2.42					3.18	
13			7.04							f 6.04	663.6		3.3 ROWLAND	110.1			f 2.34					3.07	
4			7.16							f 6.13	667.6		4.0 TWIN BUTTES (Spur)	106.1			f 2.24					2.55	
20	WT		7.40					10.45AM		s 6.25	672.0	DR	4.4 **BROWNSVILLE**	101.7			s **2.14**		s 8.15PM			**2.14**	
			7.47					f 10.50		f 6.31	674.3		2.3 LINN (No siding)	99.4			f 2.04		f 8.04			1.45	
14			8.00					s 11.02		s 6.42	678.3		4.0 PLAINVIEW	95.4			s 1.56		s 7.56			1.30	
14			8.12					11.14		6.53	682.4		4.1 LOWSON	91.3			1.47		7.47			1.15	
16	Y		8.20AM					s 11.20AM		s 6.58AM	684.8	R	2.4 **TALLMAN**	88.9			1.40PM		7.40PM			1.05PM	
		For schedule of trains between Lebanon and Tallman, see page 4.													For schedule of trains between Lebanon and Tallman, see page 4.								
22	WT		8.50AM					11.40AM		7.15AM	688.5	DR	**LEBANON**	85.2			s 1.20PM		s 7.10PM			12.15PM	
14			9.02					f 11.51		f 7.26	692.8		4.3 BREWSTER	80.9			f 1.07		f 6.56			12.02PM	
15			9.08					f **11.56**		f 7.31	694.9		2.1 GRIGGS	78.8			f 1.02		f 6.50			**11.56**	
10											696.5		1.6 BALM (Spur)	77.2									
12			9.16					s 12.05PM		s 7.40	697.4		0.9 CRABTREE	76.3			s 12.55		s 6.43			11.35	
9			9.20					f 12.08		f 7.43	698.7		1.3 GAINES (Spur)	75.0			f 12.51		f 6.37			11.25	
7								f		f	700.6		1.9 GILKEY	73.1			f		f				
17			9.35					s 12.20		s 7.55	702.9	D	2.3 WEST SCIO	70.8			s 12.41		s 6.24			11.10	
9			9.45					s 12.25		s 8.00	704.7		1.8 SHELBURN	69.0			s 12.36		s 6.18			11.00	
13			9.55					f **12.30**		f 8.05	706.9		2.2 (C&E Crossing) NORTH SANTIAM	66.8			f **12.30**		f 6.10			10.50	
13			10.10					s 12.35		s 8.12	708.3		1.4 WEST STAYTON	65.4			s 12.25		s 6.05			10.45	
9	W		10.30					s 12.50		s 8.25	712.1		3.8 AUMSVILLE	61.6			s 12.08PM		s 5.52			10.30	
27			10.45					s 1.00		s 8.35	715.0		2.9 SHAW	58.7			s 11.56		s 5.41			10.15	
14			11.00					s 1.08		s 8.43	717.4		2.4 MACLEAY	56.3			s 11.48		s 5.33			10.05	
40					5.00PM		10.00AM				726.2	DNR	2.0 **SALEM**	61.1		s 9.25AM		s 3.00PM					
7					f 5.13		f 10.15				722.8		3.4 LACHMUND (Spur)	57.7		f 9.12		f 2.45					
20	Y		11.10		s **5.27**		s 10.30	s 1.15		s 8.50	719.4	R	3.4 **GEER**	54.3		s 9.00	f 11.41	s 2.30	s **5.27**			9.57	
4											720.6		1.2 DURBIN (Spur)	53.1									
20			**11.35**		s 5.32		s 10.37	s 1.20		s **8.55**	721.3		0.7 PRATUM	52.4		s **8.55**	s **11.35**	s 2.22	s 5.21			9.50	
10			11.40		f 5.37		f 10.45	f 1.25		f 9.00	723.0		1.7 SWITZERLAND (Spur)	50.7		f 8.47	f 11.30	f 2.16	f 5.17			9.40	
17	WY		12.30PM	**11.15**AM	s 5.50		s 10.59AM	s **1.45**	7.25AM	s **9.15**	727.3	DR	4.3 **SILVERTON**	46.4		s 8.35	s **11.15**	2.00PM	s 5.05	s 7.05PM		**9.15**	**1.40**PM
4					f			f	f	f	728.8		1.5 ABIQUA (Spur)	44.9		f	f		f	f			
11			12.40	11.22	f 5.55			f 1.51	f 7.30	f 9.21	729.6		0.8 DOWNS (Spur)	44.1		f 8.26	f 11.00		f 4.54	f 6.57		8.46	1.31
29			1.00	11.30	s 6.00			s 2.00	s 7.35	s 9.30	731.5	D	1.9 MT. ANGEL	42.2		s 8.22	s 10.55		s 4.50	s 6.52		8.40	1.25
8			1.05	11.35	f 6.03			f 2.04	f 7.38	f 9.34	732.6		1.1 BARON (Spur)	41.1		f 8.18	f 10.52		f 4.44	f 6.48		8.31	1.16
17			**1.13**	11.40	s 6.06			s 2.08	s 7.41	s 9.38	733.7		1.1 McKEE (Spur)	40.0		s 8.15	s 10.49		s 4.41	s 6.45		8.28	**1.13**
4			1.20	11.45	f 6.10			f 2.13	f 7.45	f 9.43	735.1		1.4 TOWNSEND (Spur)	38.6		f 8.11	f 10.44		f 4.38	f 6.41		8.23	1.08
59	WYF		1.40PM	11.55AM	s 6.20PM			s 2.25PM	s 7.55	s 9.55AM	737.9	DNR	2.8 **WOODBURN**	35.8		8.05AM	10.35AM		4.30PM	6.35PM		8.15AM	1.00PM
		Arrive Daily Ex. Sunday	Arrive Tues., Thurs., Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(92.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Mon., Wed., Fri.	Leave Daily
		(0.30)	(7.40)	(0.40)	(1.20)	(0.20)	(0.59)	(3.40)	(0.30)	(4.35)			....................Time over District....................		(0.20)	(1.20)	((4.50)	(1.00)	(3.45)	(0.30)	(0.25)	(8.00)	(0.40)
		14.79	11.80	14.10	18.96	22.20	14.80	17.70	21.00	20.37			..................Average speed per hour..................		22.20	18.96	19.99	14.70	17.52	21.00	17.76	11.67	14.10

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72.) Exception: No. 74 is superior to No. 71.

Additional flag stops for all trains: Selah Springs, M. P. 724.2; Shaff, M. P. 709.9; County Road Crossing, between Priceboro and Wilkins; Grange Hall, between Rowlands and Twin Buttes; Yeoman, 1.5 miles east of Lachmund; Gesner, 1 mile west of Lachmund; Tinglestead, 1.7 miles west of Silverton. Glasser M. P. 680.8 and Went M. P. 682.9.

JUNCTION CITY SUBDIVISION

Eastward — FROM SAN FRANCISCO — TOWARD SAN FRANCISCO — Westward

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.	SECOND CLASS					FIRST CLASS				Distance from San Francisco	Time Table No. 81 June 21, 1914	Distance from Portland	FIRST CLASS				SECOND CLASS				
					246	94	98	92	28				91	97	93	27	245				
					Way Freight	Passenger	Mixed	Passenger	Willamette Limited				Passenger	Mixed	Passenger	Willamette Limited	Way Freight				
					Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily		**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday				
250 WY							2.00PM			684.1	DR **OAKRIDGE**	166.8		s 10.30AM							
71							s 2.15			679.0	5.1 LOOKOUT	161.7		s 10.15							
71							s 2.30			673.6	5.4 LAWLER	156.3		s 9.55							
22							s 2.35			672.5	1.1 EULA	155.2		s 9.50							
71							s 2.45			668.7	3.8 RESERVE	151.4		s 9.40							
71 W							s 3.05			663.8	4.9 CARTER	146.5		s 9.20							
39							s 3.15			661.3	2.5 D LOWELL	144.0		s 9.10							
71							s 3.20			659.1	2.2 PENGRA	141.8		s 9.00							
9							s			656.2	2.9 FALL CREEK (Spur)	138.9		s							
71							s 3.40			654.5	1.7 HILLS	137.2		f 8.40							
42							s 3.45			652.7	1.8 JASPER	135.4		f 8.30							
13										652.1	0.6 JASPER SPUR	134.8									
12							s 4.00			650.5	1.6 NATRON	133.2		s 8.20							
							s 4.15			647.1	3.4 DOUGLAS (No siding)	129.8		f 8.07							
30 T					11.30AM	4.00PM		9.00AM		6 62.4	0.5 DR **WENDLING**	145.1	8.40AM		3.50PM		10.35AM				
8										660.3	2.1 DRURY	143.0									
11					11.40	s 4.08		s 9.08		659.7	0.6 HYLAND (Spur)	142.4	s 8.30		s 3.40		10.20				
45 W					12.10PM	s 4.13		s 9.13		658.6	1.1 MARCOLA	141.3	s 8.25		s 3.35		10.10				
6										657.6	1.0 BAXTER	140.3									
13						f 4.18		f 9.18		656.8	0.8 BALLY	139.5	f 8.18		f 3.28						
8					12.25	s 4.24		s 9.24		655.0	1.8 DONNA (Spur)	137.7	s 8.13		s 3.23		9.50				
3					12.35	f 4.30		f 9.30		653.0	2.0 SPORES (Spur)	135.7	f 8.08		f 3.18		9.40				
33					12.45	f 4.34		f **9.35**		651.5	1.5 YARNELL	134.2	f 8.04		f 3.14		**9.35**				
6					1.00	f 4.41		f 9.42		649.3	2.2 HENDRICKS	132.0	f 7.57		f 3.07		9.10				
					1.15	4.48	f 4.20	9.50		646.6	2.7 **MOHAWK JUNCTION**	129.3	7.50	f 8.04	3.00		8.50				
27 WFOY					1.25PM	s 5.00	s 4.30PM	s 9.55	7.00AM	645.2	1.4 DR **SPRINGFIELD**	127.9	s 7.45	8.00AM	s 2.55	s 8.45PM	8.45AM				
Y						5.05PM		10.05AM	7.05AM	644.0	1.2 **SPRINGFIELD JCT.**	126.7	7.30AM		2.50PM	8.35PM					
					Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(40.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday				
					(1.55)	(1.05)	(2.30)	(1.05)	(0.05)		Time over District		(1.10)	(2.30)	(1.00)	(0.10)	(1.50)				
					8.97	16.98	15.60	16.98	16.80		Average speed per hour		15.76	15.60	18.40	7.20	9.37				

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

JUNCTION CITY SUBDIVISION

Eastward — **FROM SAN FRANCISCO** — **TOWARD SAN FRANCISCO** — **Westward**

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.		SECOND CLASS		FIRST CLASS				Distance from San Francisco		Time Table No. 81 June 21, 1914	Distance from Portland	FIRST CLASS				SECOND CLASS	
		86	244	68	64	84	82					63	81	67	83	243	85
		Mixed	Way Freight	Brownsville Passenger	Passenger	Passenger	Lebanon Passenger					Woodburn Passenger	Passenger	Passenger	Lebanon Passenger	Way Freight	Mixed
		Leave Daily Ex. Sunday	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sunday
24	WT	3.30PM	12.40PM	7.20PM	1.25PM	11.10AM	6.50AM	701.0	DR	**LEBANON**	92.6	s 7.10AM	s 9.17AM	s 11.35AM	s 7.50PM	8.45AM	s 1.55PM
67		f			f	f	f	700.4		0.6 CALAHAN (Spur)	92.0		f	f	f		f
14		f 3.40	12.50	f 7.28	f 1.33	f 11.20	f 6.56	698.0		2.4 IRVINVILLE	89.6	f 7.03	f 9.08	f 11.27	f 7.42	8.35	f 1.43
16	Y	s 3.50	1.00PM	s **7.31PM**	s **1.35PM**	s **11.25**	s **7.00**	697.3	R	0.7 **TALLMAN**	88.9	**7.00AM**	s 9.05	**11.25AM**	s **7.40**	8.30AM	s **1.40**
		f 3.55				f 11.27	f 7.05	696.4		0.9 CRANOR (No siding)	88.0		f 9.00		f 7.33		f 1.27
14		f 3.58				f 11.30	f 7.08	695.4		1.0 GOLTRA	87.0		f 8.57		f 7.30		f 1.24
11		f 4.04				f 11.34	f 7.12	693.7		1.7 FRY	85.3		f 8.53		f 7.25		f 1.19
11		f 4.11				f 11.42	f 7.18	691.5		2.2 FROMAN	83.1		f 8.48		f 7.19		f 1.12
		4.20				11.50	7.25	689.7		1.8 **ALBANY JUNCTION**	81.3		8.44		7.14		1.05
39	WYOF	s 4.25PM				s **11.55AM**	s 7.30AM	690.9	DNR	1.2 **ALBANY**	80.1		**8.40AM**		7.10PM		1.00PM
		Arrive Daily Ex. Sunday	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(12.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	Leave Daily Ex. Sunday
		(0.55)	(0.20)	(0.11)	(0.10)	(0.45)	(0.40)			Time over District		(0.10)	(0.37)	(0.10)	(0.40)	(0.15)	(0.55)
		13.64	12.00	23.79	24.00	16.66	18.75			Average speed per hour		24.00	20.27	24.00	18.75	16.00	13.64

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: No. 82 is superior to No. 63 and No. 68 is superior to No. 83.

ASHLAND SUBDIVISION

Eastward **FROM SAN FRANCISCO** **TOWARD SAN FRANCISCO** **Westward**

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.	SECOND CLASS			FIRST CLASS						Diastnce from San Francisco via Marysville			Time Table No. 81 June 21, 1914	Distance from Roseburg	Minimum running time between stations for freight trains—minutes.	FIRST CLASS						SECOND CLASS		
	222	228	226	16	46	44	14	42	12							11	43	13	45	15	41	227	225	221
	Portland Fast Freight	Way Freight	Way Freight	Oregon Express	Ashland Motor	Ashland Motor	Portland Express	Glendale Passenger	Shasta Limited							Shasta Limited	Ashland Motor	San Francisco Express	Ashland Motor	California Express	Glendale Passenger	Way Freight	Way Freight	Portland Fast Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				**STATIONS**			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
WFOT	9.20PM	12.01PM		**4.50**PM	3.40PM	9.40AM	7.50AM		2.20AM	429.1		DNR	**ASHLAND**	143.5		s 3.55AM	s 9.25AM	s 11.35AM	s 3.20PM	s **4.50**PM		10.45AM		3.00AM
					s 3.50	s 9.50							ASHLAND (City Station)	143.5			s 9.15		s 3.10					
49	9.35	12.19		s 5.02	s 4.06	s **10.05**	s 8.02		**2.31**	434.6			5.5 TALENT	138.0		3.37	s 8.53	11.12	s 2.50	s 4.25		**10.05**		**2.31**
25	9.42	12.26		s 5.07	s **4.14**	s 10.12	s 8.07		2.35	437.0			2.4 PHOENIX	135.6		3.31	s 8.45	11.04	s 2.41	s **4.14**		9.30		2.00
6										438.4			1.4 GAS WORKS	134.2										
8					f 4.19	f 10.15				438.8			0.4 VOORHIES	133.8			f 8.40		f 2.35					
49 W	9.57	1.20		s 5.20	s 4.27	s 10.22	s **8.20**		s 2.45	441.8		DN	3.0 **MEDFORD**	130.8		s 3.20	s **8.30**	s 10.52	s 2.24	s 4.00		**8.30**		1.40
26							**8.23**			442.9			1.1 **CRATER LAKE JCT.**	129.7			**8.23**	10.40	2.17	3.47				
111	10.07	1.40		s 5.30	s 4.38	s **10.35**	s 8.30		2.51	445.7		D	2.8 CENTRAL POINT	126.9		3.10	s 8.17	s **10.35**	s 2.12	s 3.42		8.00		1.10
30	10.17	**2.00**		f 5.39	s 4.48	s 10.45	f 8.40		**3.01**	450.2	AUTO. BLOCK		4.5 TOLO	122.4		**3.01**	s 8.06	10.27	s **2.00**	f 3.32		7.45		12.55
					f 4.52	f 10.49				451.4			1.2 RAY GOLD (No Siding)	121.2			f 8.02		f 1.57					
45	10.40	2.25		s 5.56	s 5.07	s 11.04	s 8.57		3.15	457.2		D	5.8 GOLD HILL	115.4		2.47	s 7.48	s 10.10	s 1.42	s 3.15		7.20		12.35
					f 5.12	f 11.09				459.4			2.2 ROCK POINT (No siding)	113.2			f 7.42		f 1.36					
48 P	11.05	**2.59**		s 6.11	s 5.25	s 11.22	s 9.12		3.27	464.9			5.0 ROGUE RIVER	107.7		2.35	s 7.26	9.56	s 1.22	s **2.59**		6.55		12.15AM
61 WT	**11.50**	3.45PM	6.00AM	s 6.30	s 5.50PM	s 11.45AM	s **9.38**		s 3.45	473.9		DNR	9.0 **GRANTS PASS**	98.7		s 2.20	7.05AM	s **9.38**	1.00PM	s 2.40		6.30AM	4.40PM	**11.50**
20	12.01AM		6.10							475.9			2.0 GRANITE (Spur)	96.7	6								4.20	10.40
30	12.10		6.20	6.45			9.53		4.00	478.2			2.3 DIMMICK	94.4	7	2.05		9.23		2.24			4.10	10.30
43	12.25		6.40	s 6.57			s 10.04		4.10	482.5		D	4.3 MERLIN	90.1	13	1.55		s 9.11		s 2.12			3.50	9.55
6							f			486.0			3.5 THREE PINES (Spur)	86.6	10					f 2.04				
49	12.45		7.00	f 7.11			f 10.16		4.21	487.4	Automatic Block Signals		1.4 HUGO	85.2	4	1.45		f 9.01		f 2.01			3.25	9.20
39	**1.26**		7.35	s 7.32			s 10.36		4.37	494.1		DN	6.4 LELAND	78.5	20	**1.26**		f 8.41		s 1.39			2.45	8.30
49	1.45		7.50	7.43			10.46		4.46	498.6			4.5 POLLARD	74.0	12	1.18		8.31		1.28			2.15	8.08
41	2.00		**8.24**	s **7.51**			s 10.53		4.52	502.0		D	3.4 WOLF CREEK	70.6	10	1.12		f **8.24**		s 1.20			2.00	**7.51**
36 WFT	3.00		8.50	s 8.12			s 11.13	8.30AM	5.15	507.9		DNR	5.9 **GLENDALE**	64.7	18	12.54		s 8.05		s **1.00**	s 9.15PM		**1.00**	7.25
7								f		509.7			1.8 LYSTUL	62.9	12						f			
37	3.32		9.05	f 8.23			f 11.24	f 8.38	5.23	512.0			2.3 REUBEN	60.6		12.41		7.51		f 12.48	f 8.53		12.01PM	7.05
37 P	3.47		9.25	f **8.37**			f **11.38**	f 8.52	5.36	516.5			4.5 BRANDT	56.1	15	12.28		7.38		f 12.34	f **8.37**		**11.38**	6.50
21 WTP	4.09		9.45	s 8.51			s 11.52	s 9.06	5.49	521.2		DN	4.7 WEST FORK	51.4	15	12.15		s 7.24		s 12.20	s 8.20		11.10	6.30
43	4.24		10.00	9.04			**12.06**PM	9.19	6.01	525.6			4.4 COW CREEK	47.0		12.02AM		7.09		**12.06**PM	8.05		10.50	6.10
50 P	4.49		**10.30**	f 9.21			f 12.23	f 9.36	6.15	531.4			5.8 NICHOLS	41.2		11.47		6.53		f 11.46	f 7.50		**10.30**	5.50
6				f				f		535.2			3.8 DOE CREEK (Spur)	37.4						f	f			
36	5.21		**11.20**	f 9.43			f 12.46	f **10.00**	**6.35**	540.3			5.1 CORNUTT	32.3		11.29		**6.35**		f **11.20**	f 7.28		**10.00**	5.15
48	5.36		11.45	s 9.50			s 12.55	s 10.10	6.42	544.2		DN	3.9 RIDDLE	28.4		11.23		f 6.20		s 11.10	s 7.20		9.40	5.05
77	**6.07**		12.05PM	9.58			1.03	10.20	6.50	549.3			5.1 WEAVER	23.3		11.15		**6.07**		10.57	7.07		9.23	4.48
23 W	6.12		12.20	s 10.01			s 1.07	s 10.25	6.52	550.4		D	1.1 MYRTLE CREEK	22.2		11.13		6.05		s 10.55	s 7.05		9.20	4.45
39	6.26		12.40	f 10.11			f 1.18	f **10.40**	7.02	554.9			4·5 DOLE	17.7		11.04		5.52		f **10.40**	f 6.53		9.05	4.30
2	6.35		12.55	f 10.18			f 1.26	f 10.47	7.07	558.0			3.1 ROUND PRAIRIE (Spur)	14.6		10.58		5.45		f 10.32	f 6.45		8.50	4.20
34	6.47		1.10	f 10.26			s 1.37	s 10.57	7.13	562.0		D	4.0 DILLARD	10.6		10.51		5.35		s 10.22	s 6.35		8.35	4.05
3								f		566.3			4.3 CARNES (Spur)	6.3							f			
49	7.04		1.30	f **10.40**			f 1.50	f 11.10	7.23	567.7			1.4 GREEN	4.9		**10.40**		5.21		f 10.08	f 6.22		8.15	3.45
150 WTOF	7.20AM		1.50PM	s 11.00PM			s 2.05PM	s 11.25AM	s 7.35AM	572.6		DNR	4.9 **ROSEBURG**	0.0		10.30PM		5.10AM		9.55AM	6.10PM		8.00AM	3.30PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(143,5)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(10.00)	(3.44)	(7.50)	(6.10)	(2.05)	(2.05)	(6.15)	(2.55)	(5.15)				Time over District			(5.25)	(2.20)	(6.25)	(2.20)	(6.55)	(3.05)	(4.15)	(8.40)	(11.30)
	14.35	12.02	12.50	23.26	22.85	22.85	22.00	22.20	27.30				Average speed per hour			26.51	20.69	22.80	20.69	20.74	20.90	10.10	11.40	12.47

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). When two passenger trains or two freight trains meet at Leland the westward train will take siding. Additional flag stops—Nos. 43, 44, 45, and 46—Frederick M. P. 432.5, Seven Oaks Crossing M. P. 447.7, Cemetery M. P. 458.9 (Sundays only), Colvig M. P. 462.8, Savage Rapids Crossing M. P. 468.1, and Sanders M. P. 470.9. Nos. 41 and 42—Union Creek. Nos. 14, 15, 16, 41 and 42—Tunnel 7. Nos. 14 and 15—Ray Gold (Sundays only).

ROSEBURG SUBDIVISION

Eastward

FROM SAN FRANCISCO

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.		SECOND CLASS		FIRST CLASS								Distance from San Francisco via Marysville		Time Table No. 81 June 21, 1914
		222 Portland Fast Freight	**226** Way Freight	**16** Oregon Express	**14** Portland Express	**94** Passenger	**20** Portland Passenger	**18** Portland Passenger	**12** Shasta Limited	**92** Passenger	**28** Willamette Limited			
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**
150	WTFO	8.55AM	8.20AM	11.15PM	2.15PM			7.50AM	7.40AM			572.6		DNR **ROSEBURG**
2								f				574.2		1.6 EDENBOWER (Spur)
77		**9.25**	8.40	11.28	f 2.28			s 8.02	7.52			577.8		3.6 WINCHESTER
26		9.45	**9.13**	f 11.36	f 2.36			s 8.10	8.00			581.4		3.6 WILBUR
77		10.00	9.30	f 11.49	s 2.48			s 8.20	8.10			586.4		5.0 D SUTHERLIN
2												587.4		1.0 WHITMORE (Spur)
48	W	10.15	9.40	s 11.59	s **2.58**			s 8.25	8.15			589.1		1.7 DN OAKLAND
2												590.5		1.4 YOUNGS (Spur)
47		10.35	10.00	12.14AM	f 3.13			f **8.40**	8.27			595.4		4.9 ISADORA
36	PT	10.45	10.06	12.20	f 3.19			f 8.47	**8.33**			597.5		2.1 RICE HILL
77		**11.15**	10.24	s 12.36	s 3.35			s 9.02	8.46			603.7	Automatic Block	6.2 D YONCALLA
5												606.1		2.4 DEVORE
33	WY	11.40	**10.40**	s 12.51	s 3.50			s 9.15	9.03			609.0		2.9 DN DRAIN
4												610.2		1.2 KREWSON (Spur)
25		11.50	11.05	12.58	f 3.57			f 9.22	9.10			611.7		1.5 LEONA
77		**12.01PM**	11.10	1.01	**4.01**			9.27	9.12			613.2		1.5 SAFLEY
8		12.05	11.15	1.05	f 4.04			f 9.32	9.16			615.2		2.0 ANLAUF
21		12.10	11.20	1.07	4.06			9.34	9.18			616.1		0.9 CURTIN
49	W	12.15	**11.25**	1.11	f 4.10			s **9.39**	**9.22**			617.9		1.8 D COMSTOCK
49	PY	12.40	11.55	1.26	f 4.25			f 9.53	9.36			621.9		4.0 DIVIDE
2												622.9		1.0 VEATCH (Spur)
31		12.50	12.10PM	1.31	f 4.30			f **9.59**	9.42			625.0		2.1 LATHAM
52	W	1.30	12.30	s 1.36	s 4.35		2.20PM	s 10.05	**9.45**			626.5		1.5 DNR **COTTAGE GROVE**
10		1.40	12.45	1.43	4.42		f 2.26	s 10.12	9.50			629.1	Auto. Block	2.6 SAGINAW (Spur)
77		**2.30**	12.55	**1.51**	4.46		f **2.30**	f 10.17	9.54			630.6		1.5 WALKER
33		**3.04**	1.20	f 2.01	f 4.56		s 2.40	s 10.30	10.03			635.5		4.9 D CRESWELL
1												638.9		3.4 MATHEWS (Spur)
77		3.27	1.50	2.11	5.07		s **2.53**	s 10.44	10.14			640.9	Automatic Block	2.0 GOSHEN
	YP	3.42	2.10	2.19	5.15	5.05PM	f 3.01	f 10.54	10.21	10.05AM	7.05AM	644.3		3.4 **SPRINGFIELD JCT.**
												646.3		2.0 P. E. & E. CROSSING
59	WT	3.57	**2.30**	s 2.32	s 5.30	s 5.15PM	s 3.15	s 11.10	s 10.27	s 10.15AM	s **7.20**	647.3		1.0 DNR **EUGENE**
108		4.21	**3.25**	2.45	5.40		s **3.25**	s 11.22	10.38		7.31	653.0		5.7 IRVING
				2.49	5.44		f 3.29	11.27	10.42		7.35	655.1		2.1 LUPER (No siding)
114	WTF	4.55PM	4.45PM	s 3.00AM	s 5.55PM		s 3.40PM	s 11.38AM	10.52AM		s 7.43AM	660.6		5.5 DNR **JUNCTION CITY**
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(88.0)
		(8.00)	(8.25)	(3.45)	(3.40)	(0.10)	(1.20)	(3.48)	(3.12)	(0.10)	(0.38)			..........Time over District
		11.00	10.30	23.40	24.00	17.96	25.20	23.14	27.50	17.96	25.81			..........Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72.) Exceptions: Nos. 12, 14, 16, 18 and 20 are superior to Nos. 91 and 93. No. 16 is superior to No. 27. No. 28 is superior to Nos. 15 and 91.

No. 16 will stop at Springfield Junction to exchange mail. Nos. 14 and 16 will stop at non-schedule stops to let off passengers coming from points west of Cottage Grove.

ROSEBURG SUBDIVISION

TOWARD SAN FRANCISCO

Westward

Time Table No. 81
June 21, 1914

						FIRST CLASS								SECOND CLASS			
				Distance from Junction City	Minimum running time between stations for freight trains—minutes.	13	15	91	17	93	19	27	11	221	225	Capacity of Sidings in cars and location of scales, water, fuel and turning stations.	
						San Francisco Express	California Express	Passenger	Roseburg Passenger	Passenger	CottageGrove Passenger	Willamette Limited	Shasta Limited	Portland Fast Freight	Way Freight		
		STATIONS				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
DNR		**ROSEBURG**		88.0		s 4.50AM	s 9.45AM		¶ 5.50PM				s 10.25PM	1.20PM	4.10PM	150	WTFO
		EDENBOWER (Spur)	1.6	86.4	15				f							2	
		WINCHESTER	3.6	82.8		4.34	f **9.25**		s 5.34				10.09	12.55	3.55	77	
		WILBUR	3.6	79.2	10	4.23	f **9.13**		s 5.25				10.00	12.40	3.45	26	
D		SUTHERLIN	5.0	74.2	15	4 09	s 9.00		s 5.12				9.47	12.20	3.25	77	
		WHITMORE (Spur)	1.0	73.2	7											2	
DN		OAKLAND	1.7	71.5		s 3.58	s 8.52		s 5.05				9.40	12.10PM	**2.58**	48	W
		YOUNGS (Spur)	1.4	70.1	18											2	
		ISADORA	4.9	65.2	6	3.43	f **8.40**		f 4.51				9.28	11.50	2.30	47	
		RICE HILL	2.1	63.1		3.38	**8.33**		f 4.45				9.23	11.40	2.20	36	PT
D	Automatic Block	YONCALLA	6.2	56.9	18	3.20	s 8.10		s 4.28				9.08	**11.15**	1.45	77	
		DEVORE	2.4	54.5	15											5	
DN		DRAIN	2.9	51.6		s 3.07	s 7.56		s 4.15				8.58	**10.40**	1.15	33	WY
		KREWSON (Spur)	1.2	50.4												4	
		LEONA	1.5	48.9		2.56	f 7.44		f 4.06				8.48	10.00	12.15	25	
		SAFLEY	1.5	47.4	27	2.52	7.41		**4.01**				8.45	9.52	**12.01PM**	77	
		ANLAUF	2.0	45.4		2.47	f 7.37		f 3.54				8.41	9.47	11.40	8	
		CURTIN	0.9	44.5		2.44	7.35		3.52				8.39	9.45	11.35	21	
D		COMSTOCK	1.8	42.7		2.39	f 7.31		s 3.49				8.36	**9.39**	**11.25**	49	W
		DIVIDE	4.0	38.7		2.22	f 7.18		f 3.36				8.26	8.40	10.50	49	PY
		VEATCH (Spur)	1.0	37.7	12											2	
		LATHAM	2.1	35.6		2.14	7.10		f 3.30				8.20	8.25	**9.59**	31	
DNR		**COTTAGE GROVE**	1.5	34.1		s 2.10	s 7.06		s 3.26		s 8.07PM		8.17	8.15	**9.45**	52	W
	Autom. Block	SAGINAW (Spur)	2.6	31.5		1.56	7.01		s 3.18		s 7.58		8.12	8.05	9.20	10	
		WALKER	1.5	30.0		**1.51**	6.57		f 3.14		f 7.53		8.09	7.55	9.10	77	
D		CRESWELL	4.9	25.1		1.42	f 6.48		s **3.04**		s 7.41		8.01	7.35	8.55	33	
		MATHEWS (Spur)	3.4	21.7												1	
	Automatic Block	GOSHEN	2.0	19.7		1.32	6.37		s **2.53**		s 7.30		7.53	7.15	8.10	77	
		SPRINGFIELD JCT.	3.4	16.3		1.24	6.25	7.30AM	f 2.40	2.50PM	f 7.22	8.34PM	7.46	6.55	7.50		YP
		P. E. & E. CROSSING	2.0	14.3													
DNR		**EUGENE**	1.0	13.3		s 1.15	s 6.10	**7.20AM**	s **2.30**	2.40PM	s 7.15	s 8.20	s 7.41	6.35	**7.30**	59	WT
		IRVING	5.7	7.6		1.01	5.50		s 2.11		s 7.00	8.09	7.30	6.05	7.00	108	
		LUPER (No Siding)	2.1	5.5		12.57	5.46		2.07		f 6.56	8.05	7.26				
DNR		**JUNCTION CITY**	5.5	0.0		12.45AM	5.35AM		1.57PM		6.47PM	7.55PM	7.17PM	5.45AM	6.40AM	114	WFT
		(88.0)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
		Time over District				(4.05)	(4.10)	(0.10)	(3.53)	(0.10)	(1.20)	(0.39)	(3.18)	(7.35)	(9.30)		
		Average speed per hour				21.55	21.40	17.96	22.65	17.96	25.20	25.02	26.64	11.58	9.67		

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: Nos. 12, 14, 16, 18 and 20 are superior to Nos. 91 and 93. No. 16 is superior to No. 27. No. 28 is superior to Nos. 15 and 91.

No. 15 will stop at Springfield Junction to exchange mail.

JUNCTION CITY SUBDIVISION

FROM SAN FRANCISCO

Eastward

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.	SECOND CLASS							FIRST CLASS											Distance from San Francisco via Marysville		Time Table No. 81 June 21, 1914	
	86	234	232	228	226	230	222	144	14	20	84	18	142	12	28	82	10	16				
	Mixed	Way Freight	Way Freight	Way Freight	Way Freight	Freight	Portland Fast Freight	Sea Shore Special	Portland Express	Portland Passenger	Passenger	Portland Passenger	P R. & N. Passenger	Shasta Limited	Willamette Limited	Lebanon Passenger	Albany Passenger	Oregon Express				
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS	
114 WTF					6.30AM		6.15PM		5.57PM	3.42PM		11.42AM		10.52AM	7.45AM			3.02AM	660.6	DNR	**JUNCTION CITY**	3.8
10																			664.4		VIRGIL (Spur)	0.7
48					6.42		**6.35**		f 6.07	s 3.52		s 11.51		11.02	f 7.54			**3.12**	665.1	D	HARRISBURG	3.1
3					6.50		6.43		6.12	f 3.57		f 11.56		11.07	7.59			3.17	668.2		ALFORD (Spur)	2.5
77					7.00		**6.56**		6.16	4.01		11.59		11.11	8.03			3.21	670.7		FOLK	3.1
47					7.15		**7.29**		**6.20**	s 4.06		s 12.05PM		11.15	f 8.08			3.27	673.8	D	HALSEY	5.2
104					7.30		7.42		6.28	s 4.16		s 12.15		11.23	f 8.16			3.36	679.0	D	SHEDD	5.6
102					7.45		7.55		**6.37**	s 4.26		s **12.26**		11.32	f 8.25			3.46	684.6		TANGENT	5.1
	4.20PM				8.00		8.07		6.47	4.35	11.50AM	12.36		11.40	8.33	7.25AM		3.55	689.7		**ALBANY JUNCTION**	1.2
75 WYFO	s 4.25PM				**8.40**		8.25		s **7.00**	s 4.45	s **11.55**AM	¶ **12.40** **1.00**		s **11.46**	s **8.40**	s 7.30AM	6.30AM	s 4.02	690.9	DNR	**ALBANY**	0.4
																			691.3		C. & E. CROSSING	4.1
48					9.05		8.40		7.10	f 4.55		f 1.10		11.55	8.49		f 6.40	**4.15**	695.4		MILLERSBURG	4.1
46					9.20		8.55		7.17	s 5.03		s 1.18		**12.01**PM	8.55		s 6.48	4.24	699.5	D	JEFFERSON	4.7
77					9.35		**9.17**		7.25	s **5.15**		s 1.27		12.09	9.02		s 6.58	4.33	704 2		MARION	6.5
78					**9.55**		9.35		7.37	s 5.25		s 1.39		12.20	9.12		s 7.09	4.44	710.7	D	TURNER	2.6
									7.43	s 5.29		f 1.44		12.24	9.16		f 7.14	4.48	713.3		STATE SCHOOL (No siding)	4.9
117 WYO					10.30		**10.38**		s 8.00	s **5.43**		s 2.00		s 12.35	s **9.27**		s 7.24	s 5.00	718.2	DN	**SALEM**	1.5
																			719.7		P. E. & E. CROSSING	3.6
19					**10.54**		11.10		8.10	s **5.58**		s 2.10		12.43	9.35		s 7.36	5.10	723.3		CHEMAWA	3.6
75					11.10		**11.30**		**8.18**	s 6.08		s 2.18		12.51	9.42		s 7.45	5.18	726.9		BROOKS	5.2
28					11.35		11.50		8.28	s 6.18		s 2.28		1.00	9.50		s 7.55	5.27	732.1	D	GERVAIS	3.1
141 WYF				11.45AM	12.20PM		12.10AM		s 8.38	s 6.30		s 2.45		1.06	s 10.03		s **8.04**	s 5.34	735.2	DNR	**WOODBURN**	1.0
6																			736.2		HOFER (Spur)	2.6
49				11.55	12.30		12.30		8.45	s 6.38		s 2.53		1.12	**10.11**		s 8.12	5.40	738.8	D	HUBBARD	2.8
77				12.05PM	12.40		12.55		8.50	6.45		2.58		1.16	**10.16**		8.17	5.45	741.6		HITO	1.6
18				12.25	12.45		1.00		8.54	s 6.50		s 3.03		1.19	10.19		s 8.22	5.49	743.2	D	AURORA	2.0
36 W				**12.55**	**12.55**		1.06		9.00	s 6.55		s 3.09		1.23	10.23		s 8.26	5.54	745.2		BARLOW	1.6
39				**1.26**	1.00		1.12		9.05	s 7.00		s **3.20**		**1.26**	10.26		s 8.32	5.58	746.8	D	**CANBY**	1.9
13																			748.7		WIGGINS (Spur)	1.4
4				1.50	1.10		1.25		9.13	s 7.09		s 3.28		1.32	10.32		s 8.40	6.06	750.1		NEW ERA (Spur)	0.7
34				1.52	1.12		1.28		**9.20**	f 7.11		3.30		1.34	10.34		f **8.42**	6.08	750.8		COALCA	2.1
31				1.57	1.17		1.35		9.27	**7.18**		3.35		1.38	10.38		8.47	6.13	752.9		PULP	2.6
41 W				2.20	**1.45**		1.45		s **9.35**	s 7.25		s 3.41		**1.45**	s 10.45		s 8.56	s **6.23**	755.5	DN	OREGON CITY	0.6
																			756.1		C. S. CROSSING	1.2
5					1.59		1.52		9.41	7.30		f 3.46		1.49	10.49		f 9.02	6.29	757.3		PARK PLACE (Spur)	2.7
57				**2.47**	2.10		**2.04**		9.48	s 7.36		s 3.52		1.55	10.55		s **9.10**	f 6.36	760.0		CLACKAMAS	0.4
2																			760.4		LAIDLAW (Spur)	0.6
9																			761.0		HASKELL	3.1
48				3.03	**2.40**		2.15		9.55	f 7.43		3.59		2.02	11.02		f 9.20	6.47	764.1		EAST MILWAUKEE	1.1
		3.25PM	3.15PM	3.05	2.51	9.45AM	2.19	10.35PM	9.57	7.45		4.01	**2.41**PM	**2.04**	11.04		**9.22**	6.49	765.2		**WILLSBURG JCT.**	0.4
6		3.27	3.17	3.06	2.52	9.46	2.20	10.36	9.58	f 7.46		4.02	2.42	2.05	11.05		f 9.23	6.50	765.6		WILLSBURG (Spur)	1.9
155 WFTO		3.35PM	3.25PM	3.15PM	3.00PM	9.55AM	2.30AM	10.41	10.04	s 7.51		s **4.09**	s 2.47	2.08	11.09		s 9.28	6.55	767.5	DNR	**BROOKLYN**	2.2
								s 10.51	s 10.20	s 8.05		s **4.25**	s 3.00	**2.19**	s 11.20		s 9.40	s 7.10	769.7		EAST MORRISON ST.	1.3
								s 11.00PM	s 10.30PM	s **8.15**PM		s 4.35PM	s 3.10PM	s 2.30PM	s 11.30AM		s 9.50AM	s 7.20AM	771.0	DNR	**PORTLAND**	
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(110.4)	
	(0.05)	(0.10)	(0.10)	(3 30)	(8.30)	(0.10)	(8.15)	(0.25)	(4.33)	(4 21)	(0 05)	(4 53)	(0.29)	(3.38)	(3.45)	(0.05)	(3.20)	(4 18)	........Time over District			
	14.40	14.22	14.22	9 23	12.55	14.22	13 06	14.11	24.80	25.26	14.10	22.60	12.62	30.39	29.44	14.10	24.00	25 68	........Average speed per hour			

Automatic Block Signals (Hito to East Morrison St.)

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: Nos. 10, 16, 14, 28, 12, 18 and 20 are superior to No. 141; No. 142 is superior to No. 17; Nos. 28, 12, 18, 20 and 14 are superior to No. 81. Nos. 14 and 16 are superior to No. 83. No. 144 is superior to Nos. 19, 11, 27, 9 and 13; Nos. 12, 18, 20 and 14 are superior to 143. Nos. 10 and 20 stop on flag at Fair Grounds. Nos. 14 and 16 will stop at non schedule stops to let off passengers coming from points west of Cottage Grove and No. 16 when late and following No. 10 stop to let off passengers coming from West of Albany. No. 28 stop to let passengers off coming from Lebanon and Woodburn branches.

JUNCTION CITY SUBDIVISION

TOWARD SAN FRANCISCO

Westward

Time Table No. 81

June 21, 1914

	STATIONS	Distance from Portland	FIRST CLASS											SECOND CLASS							Capacity of Sidings in cars and location of scales, water, fuel and turning stations.
			15	81	17	141	143	19	11	27	83	9	13	229	225	85	233	227	231	221	
			California Express	Passenger	Roseburg Passenger	P. R. & N. Passenger	Sea Shore Special	CottageGrove Passenger	Shasta Limited	Willamette Limited	Lebanon Passenger	Albany Passenger	San Francisco Express	Freight	Way Freight	Mixed	Way Freight	Way Freight	Way Freight	Portland Fast Freight	
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	
DNR	**JUNCTION CITY** 3.8	110.4	s 5.32AM		s 1.55PM			s 6.45PM	7.15PM	s 7.53PM			s 12.42AM		2.10PM					4.00AM	114 WTF
	VIRGIL (Spur) 0.7	106.6																			10
D	HARRISBURG 3.1	105.9	f 5.21		s **1.41**			s **6.35**	7.05	f 7.43			12.31		**1.41**					**3.12**	48
	ALFORD (Spur) 2.5	102.8	5.15		f 1.35			f 6.30	7.00	7.38			12.25		1.10					2.50	3
	FOLK 3.1	100.3	5.10		1.30			6.25	**6.56**	7.33			12.19		1.03					2.43	77
D	HALSEY 5.2	97.2	5.05		s 1.24			s **6.20**	6.52	f **7.29**			12.13		12.55					2.35	47
D	SHEDD 5.6	92.0	4.55		s 1.12			s 6.10	6.45	f 7.20			12.02AM		12.40					2.20	104
	TANGENT 5.1	86.4	4.44		s 1.01			s 6.00	**6.37**	7.10			11.50		**12.26**					2.05	102
	ALBANY JUNCTION 1.2	81.3	4.34	8.44AM	12.50			5.50	6.30	7.03	7.14PM		11.40		12.01PM	1.05PM				1.50	
DNR	**ALBANY** 0.4	80.1	s 4.30	**8.40AM**	**12.45** ¶**12.25**			s 5.47	s 6.28	s **7.00**	7.10PM	s 9.55PM	s 11.37		**11.55**	1.00PM				1.40	75 WYFO
	C. & E. CROSSING 4.1	79.7																			
	MILLERSBURG 4.1	75.6	**4.15**		f 12.11			f 5.31	6.18	6.49		f 9.37	11.22		10.35					1.15	48
D	JEFFERSON 4.7	71.5	4.06		s **12.01PM**			s 5.23	6.12	6.42		s 9.27	11.14		10.25					1.00	46
	MARION 6.5	66.8	3.57		s 11.43			s **5.15**	6.05	6.35		s **9.17**	11.05		10.10					12.45	77
D	TURNER 2.6	60.3	3.46		s 11.28			s 4.56	5.55	6.24		s 9.03	10.53		**9.55**					12.25	78
	STATE SCHOOL (No Siding) 4.9	57.7	3.41		f 11.21			s 4.50	5.50	6.19		s 8.56	10.47								
DN	**SALEM** 1.5	52.8	s 3.32		s 11.10			s 4.40	s **5.43**	s 6.11		s 8.45	s **10.38**		**9.27**					12.01AM	117 WYO
	P. E. & E. CROSSING 3.6	51.3																			
	CHEMAWA 3.6	47.7	3.17		s **10.54**			s 4.22	5.27	**5.58**		s 8.25	f 10.22		8.50					11.40	19
	BROOKS 5.2	44.1	3.10		s 10.45			s 4.15	5.21	5.52		s **8.18**	10.15		8.40					**11.30**	75
D	GERVAIS 3.1	38.9	3.01		s 10.35			s 4.06	5.13	5.44		s 8.08	10.05		8.25					11.10	28
DNR	**WOODBURN** 1.0	35.8	s 2.55		s 10.25			s 4.00	5.07	s 5.38		s 8.02	s 10.00		**8.04**			11.15AM		11.00	141 WYF
	HOFER (Spur) 2.6	34.8																			6
D	HUBBARD 2.8	32.2	2.48		s **10.11**			s 3.43	5.01	5.28		s 7.50	9.50		7.15			11.00		10.25	49
	HITO 1.6	29.4	2.44		**10.00**			3.37	4.57	5.24		7.45	9.44		7.08			**10.16**		10.18	77
D	AURORA 2.0	27.8	2.41		s 9.56			s 3.32	4.54	5.21		s 7.41	9.39		7.02			9.40		10.10	18
	BARLOW 1.6	25.8	2.37		s 9.50			s 3.27	4.50	5.17		s 7.36	9.33		6.56			9.25		10.05	36 W
D	**CANBY** 1.9	24.2	2.34		s 9.45			s **3.20**	4.47	5.14		s 7.32	9.29		6.52			9.15		10.00	39
	WIGGINS (Spur) 1.4	22.3																			13
	NEW ERA (Spur) 0.7	20.9	2.26		s 9.35			s 3.09	4.41	5.08		s 7.24	9.21		6.42			8.45		9.50	4
	COALCA 2.1	20.2	2.24		9.33			f 3.07	4.40	5.07		f 7.23	**9.20**		6.40			**8.42**		9.48	34
	PULP 2.6	18.1	2.20		9.27			3.03	4.36	5.03		**7.18**	9.12		6.35			8.25		9.43	31
DN	OREGON CITY 0.6	15.5	s 2.14		s 9.22			s 2.58	4.31	s 4.58		s 7.11	s 9.05		**6.23**			8.10		**9.35**	41 W
	C. S. CROSSING 1.2	14.9																			
	PARK PLACE (Spur) 2.7	13.7	2.10		f 9.16			2.52	4.27	4.53		f 7.03	8.55		6.05			7.48		9.13	5
	CLACKAMAS 0.4	11.0	**2.04**		s **9.10**			s **2.47**	4.22	f 4.48		s 6.57	8.48		5.58			7.40		9.05	57
	LAIDLAW (Spur) 0.6	10.6																			2
	HASKELL 3.1	10.0																			9
	EAST MILWAUKEE 1.1	6.9	1.57		9.00			f **2.40**	4.16	4.41		f 6.48	8.40		5.49			7.27		8.55	48
	WILLSBURG JCT. 0.4	5.8	1.55		8.58	**9.20AM**	**1.55PM**	**2.38**	4.14	4.39		6.46	8.38	12.37AM	5.46		6.37AM	7.22	8.04AM	8.50	
	WILLSBURG (Spur) 1.9	5.4	1.54		8.57	9.19	1.54	f 2.37	4.13	4.38		f 6.45	8.37		5.45		6.36	7.21	8.02		6
DNR	**BROOKLYN** 2.2	3.5	1.50		s 8.52	s 9.13	1.48	s 2.33	**4.09**	4.34		s 6.42	8.33	12.30AM	5.40AM		6.30AM	7.15AM	7.55AM	8.45PM	155 WTFO
	EAST MORRISON ST. 1.3	1.3	1.40		s 8.40	s 9.03	s 1.38	s **2.23**	3.58	s **4.25**		s 6.30	s 8.23								
DNR	**PORTLAND**	0.0	1.30AM		8.30AM	8.55AM	1.30PM	2.15PM	3.50PM	4.15PM		6.20PM	**8.15PM**								
	110.4		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	
	Time over District		(4 02)	(0.04)	(5.25)	(0.25)	(0.25)	(4.25)	(3 25)	(3.38)	(0.04)	(3.35)	(4 27)	(0 07)	(8 30)	(0 05)	(0.07)	(4.00)	(0.09)	(7.15)	
	Average speed per hour		27.80	17.48	20.38	14.11	14.11	26.40	32.31	30.36	17.48	22.32	24.80	19.68	12.55	14.40	19.68	8.07	18.06	14.74	

Automatic Block Signals

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: Nos. 10, 16, 14, 28, 12, 18 and 20 are superior to No. 141; No. 142 is superior to No. 17; Nos. 28, 12, 18, 20 and 14 are superior to No. 81; Nos. 14 and 16 are superior to No. 83; No. 144 is superior to Nos. 19, 11, 27, 9 and 13; Nos. 12, 18, 20 and 14 are superior to 143. Nos. 9 and 19 stop on flag at Fair Grounds.

JUNCTION CITY SUBDIVISION

FROM SAN FRANCISCO

Eastward

FIRST CLASS

Time Table No. 81

June 21, 1914

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.	322	320	352	318	360	316	142	358	314	312	354	310	308	306	356	304	302	362	Distance from Arlin		STATIONS
	Tualatin Electric	Oswego Electric	East Side Electric	Tualatin Electric	Newberg Electric	Oswego Electric	P. R. & N. Passenger	McMinnville Electric	Oswego Electric	Tualatin Electric	East Side Electric	Oswego Electric	Oswego Electric	Oswego Electric	McMinnville Electric	Oswego Electric	Oswego Electric	Newberg Electric			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday Only			
23 PFY			3.34PM					12.46PM			8.42AM				6.06AM				43.5	R	**ST. JOSEPH**
19			s 3.38					s 12.50			s 8.46				s 6.10				45.0	D	1.5 LAFAYETTE
			f 3.42					f 12.54			f 8.51				f 6.14				46.8		1.8 OAK LAWN (No siding)
10 P			s 3.45					s 12.57			s 8.53				s 6.17				47.6		0.8 DAYTON
			f 3.49					f 1.00			f 8.57				f 6.20				48.9		1.3 CRAWFORD (No siding)
15 P			s 3.55					s 1.06			s 9.03				s 6.26				51.5		2.6 DUNDEE
20																			53.9	DR	2.4 NEWBERG
			s 4.05		2.25PM			s 1.15			s **9.10**				s 6.35			12.45AM	54.2	D	2.0 **NEWBERG** (City Sta.)
15 PW			s 4.13		s 2.32			s 1.22			s 9.17				s 6.42			s 12.52	55.9		1.9 SPRINGBROOK
3																			56.9		1.0 WEB (Spur)
12 P			f 4.21		s 2.39			f 1.29			f 9.24				f 6.49			f 12.59	58.2		1.3 REX
12 P			f 4.24		f 2.42			f 1.32			f 9.27				f 6.52			f 1.02	59.6		1.4 CHEHALEM
11			4.25		2.44			1.33			9.28				6.53			1.03	60.0		0.4 VOTAW
7 P			s 4.28		s 2.47			s 1.36			s 9.31				s 6.56			s 1.06	61.3		1.3 MIDDLETON (Spur)
25			s 4.32		s 2.51			s 1.40			s **9.36**				s 7.00			s 1.11	62.8	D	1.5 SHERWOOD
4			4.35		2.54			1.43			9.39				7.03			1.14	64.1		1.3 FORD (Spur)
14 P			f 4.38		f 2.56			f 1.45			f 9.41				f 7.05			f 1.16	65.0		0.9 CIPOLE (Spur)
7			f 4.40		f 2.58			f 1.47			f 9.43				f 7.07			f 1.18	65.8		0.8 HERRMAN (Spur)
20 P	7.10PM		s **4.44**	4.10PM	s 3.00			s 1.50		11.15AM	s 9.46				s 7.10			s 1.21	67.1	R	1.3 **TUALATIN**
	f			f	f			f		f					f			f	67.6		0.5 GALBRAITH (No siding)
51 PY	s 7.15		s 4.49	s 4.15	s 3.04		**2.17**PM	s 1.55		s 11.20	s 9.50				s **7.15**			s 1.25	69.2	R	1.6 **COOK**
	f 7.16		f 4.50	f 4.16	f 3.05		f 2.18	f 1.56		f 11.21	f 9.51				f 7.16			f 1.26	69.7		0.5 BRYANT (No Siding)
P	f		f	f	f		f			f	f				f			f	71.0		1.3 GOODIN
25	s 7.25	5.45PM	s **5.00**	s **4.25**	s 3.15	2.35PM	s **2.28**PM	s **2.05**	**1.20**PM	s 11.30	s 10.00	9.45AM	8.30AM	7.55AM	s 7.25	7.10AM	5.55AM	s 1.35	73.0	DR	2.0 **OSWEGO**
	f 7.26	f 5.46	5.01	f 4.26	f 3.16	f 2.36		f 2.06	f 1.21	f 11.31	10.01	f 9.46	f 8.31	f 7.56	7.26	f 7.11	f 5.56	f 1.36	73.3		0.3 WILSONIA (No siding)
	f	f		f	f	f		f	f	f		f	f	f		f	f	f	73.8		0.5 BRIARWOOD (No siding)
2	f 7.28	f 5.48	5.03	f 4.28	f 3.18	f 2.38		f 2.08	f 1.23	f 11.33	10.03	f 9.48	f 8.33	f 7.58	7.28	f 7.13	f 5.58	f 1.38	74.0		0.2 ROCK SPUR
7 P	f 7.32	f 5.52	5.05	f 4.32	f 3.22	f 2.42		f 2.12	f 1.27	f 11.37	**10.05**	f 9.51	f 8.36	f 8.01	7.30	f 7.16	f 6.02	f 1.42	74.6		0.6 ELK ROCK (Spur)
	f	f		f	f	f		f	f	f		f	f	f		f	f	f	74.8		0.2 RIVERWOOD (No siding)
10 P	f 7.33	f 5.53	5.06	f 4.33	f 3.23	f 2.43		f 2.13	f 1.28	f 11.38	10.06	f 9.52	f 8.37	f **8.03**	**7.31**	f 7.17	f 6.03	f 1.43	75.1		0.3 RIVERA
	f 7.34	f 5.54	5.07	f 4.34	f 3.24	f 2.44		f 2.14	f 1.29	f 11.39	10.07	f 9.53	f 8.38	f 8.05	7.32	f 7.18	f 6.04	f 1.44	75.3		0.2 RIVERDALE (No siding)
	f 7.35	f 5.55	5.08	f 4.35	f 3.25	f 2.45		f 2.15	f 1.30	f 11.40	10.08	f 9.54	f 8.39	f 8.06	7.33	f 7.19	f 6.05	f 1.45	75.6		0.3 EWAHWE (No siding)
18 P	f 7.38	f **5.58**	5.10	f **4.37**	f **3.29**	f 2.48		f **2.18**	f 1.33	f 11.43	10.10	f **9.57**	f 8.42	f **8.10**	7.35	f **7.22**	f 6.08	f 1.47	76.5		0.9 CEMETERY
	f 7.40	f 6.00	5.11	f 4.40	f 3.30	f 2.50		f 2.20	f 1.35	f 11.45	10.11	f 9.59	f 8.44	f 8.12	7.36	f 7.24	f 6.10	f 1.50	77.1		0.6 FULTON (No siding)
2	f 7.41	f 6.01	5.12	f 4.41	f 3.31	f 2.51		f 2.21	f 1.36	f 11.46	10.12	f 10.00	f 8.45	f 8.13	7.37	f 7.25	f 6.11	f 1.51	77.5		0.4 SOUTHERN PORTLAND (Spur)
10	f 7.44	f 6.04	5.14	f 4.44	f 3.33	f 2.54		f 2.24	f 1.39	f 11.49	10.14	f 10.03	f 8.48	f 8.15	7.39	f 7.28	f 6.14	f 1.54	78.3		0.8 ZIMMERMAN (Spur)
6	f 7.45	f 6.05	5.15	f 4.45	f 3.34	f 2.55		f 2.25	f 1.40	f 11.50	10.15	f 10.04	f 8.49	f 8.16	7.40	f 7.29	f 6.15	f 1.55	78.5		0.2 MULBOX (Spur)
4																			78.6		0.1 THORSEN (Spur)
11 P	f 7.47	f 6.06	5.16	f 4.47	f 3.35	f 2.57		f 2.27	f 1.42	f 11.51	10.16	f 10.06	f 8.51	f 8.17	7.41	f 7.31	f 6.17	f 1.57	79.2		0.6 TURNTABLE
25	s 7.50	s 6.10	s **5.20**	s 4.50	s 3.40	s 3.00		s 2.30	s 1.45	s 11.55	s 10.20	s 10.10	s 8.55	s 8.20	s **7.45**	s 7.35	s 6.20	s 2.00	80.0	D	0.8 **JEFFERSON ST. DEPOT**
	f 7.53	f 6.13	f 5.23	f 4.53	f **3.43**	f 3.03		f 2.33	f 1.48	f 11.58	f **10.23**	f 10.13	f 8.58	f 8.23	f **7.48**	f **7.38**	f 6.23	f 2.03	80.3		0.3 **4TH & JEFFERSON STS.**
	s 8.00PM	s 6.20PM	s **5.33**	s 5.00PM	s **3.50**	s 3.10PM		s 2.40	s 1.55PM	s 12.05PM	s 10.30	s 10.20AM	s 9.05AM	s 8.33	s 7.55	s 7.45AM	s 6.30AM	s 2.10AM	80.9		0.6 **BURNSIDE ST.**
			s **5.40**PM		s 3.55PM			s 2.45PM			s 10.40AM			s **8.40**AM	s 8.05AM				81.4	DNR	0.5 **PORTLAND**
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday Only			(37.9)
	(0.50)	(0.35)	(2.06)	(0.50)	(1.30)	(0.35)	(0.11)	(1.59)	(0.35)	(0.50)	(1.58)	(0.35)	(0.35)	(0.45)	(1.59)	(0.35)	(0.35)	(1.25)			........................Time over District
	16.56	14.45	18.04	16.56	18.26	14.45	20.72	19.10	14.45	16.56	19.11	14.45	14.45	11.19	19.10	14.45	14.45	20.05			........................Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). See pages 11, 12 and 13 for additional trains between Portland and St. Joseph and pages 14 and 15 for additional trains between Portland and 4th and Jefferson Sts. All trains stop for passengers at Salmon, Morrison, Washington, Stark and Flanders Sts., Portland, Franklin St., Newberg, and except Nos. 142 and 144 on flag at Lake Grove.

JUNCTION CITY SUBDIVISION

TOWARD SAN FRANCISCO

Westward

Time Table No. 81
June 21, 1914

	STATIONS	Distance from Portland	FIRST CLASS																		Capacity of Sidings in cars and location of scales, water, fuel and turning stations.	
			301	303	305	351	307	141	309	355	311	313	359	143	315	317	353	319	321	357		
			Oswego Electric	Oswego Electric	Oswego Electric	East Side Electric	Oswego Electric	P. R. & N. Passenger	Oswego Electric	McMinnville Electric	Tualatin Electric	Oswego Electric	Newberg Electric	Sea Shore Special	Oswego Electric	Tualatin Electric	East Side Electric	Beaverton Electric	Oswego Electric	McMinnville Electric		
			Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
R	**ST. JOSEPH** 1.5	37.9				s 9.33AM				s 11.30AM							s 5.48PM			s 7.25PM	23	PFY
D	LAFAYETTE 1.8	36.4				s 9.29				s 11.25							s 5.43			s 7.20	19	
	OAK LAWN (No Siding) 0.8	34.6				f 9.25				f 11.21							f 5.39			f 7.15		
	DAYTON 1.3	33.8				s 9.23				s 11.19							s 5.37			s 7.13	19	P
	CRAWFORD (No Siding) 2.6	32.5				f 9.19				f 11.15							f 5.33			f 7.09		
	DUNDEE 2.4	29.9				s 9.12				s **11.09**							s 5.29			s 7.05	15	P
DR	NEWBERG 2.0	27.5																				
D	**NEWBERG** (City Sta) 1.9	27.4				s **9.05**				s 11.02			s 2.05PM				s 5.24			s 7.00		
	SPRINGBROOK 1.0	25.5				s 8.55				s 10.55			s 1.59				s 5.17			s 6.53	15	PW
	WEB (Spur) 1.3	24.5																			3	
	REX 1.4	23.2				f 8.47				f 10.47			f 1.52				f 5.09			f 6.45	12	P
	CHEHALEM 0.4	21.8				f 8.42				f 10.43			f 1.48				f 5.05			f 6.42	12	P
	VOTAW 1.3	21.4				8.41				10.42			1.47				5.04			6.41	11	
	MIDDLETON (Spur) 1.5	20.1				s 8.37				s 10.38			s 1.44				s 5.00			s 6.37	7	P
D	SHERWOOD 1.3	18.6				s 8.33				s 10.34			s **1.40**				s 4.56			s 6.33	25	
	FORD (Spur) 0.9	17.3				8.28				10.30			1.33				4.52			6.29	4	
	CIPOLE (Spur) 0.8	16.4				f 8.26				f 10.28			f 1.31				f 4.50			f 6.27	14	P
	HERRMAN (Spur) 1.3	15.6				f 8.24				f 10.26			f 1.29				f 4.48			f 6.25	7	
R	**TUALATIN** 0.5	14.3				s 8.22				s 10.24	s 11.10AM		s 1.27			s 4.00PM	s **4.44**			s 6.23	20	P
	GALBRAITH (No Siding) 1.6	13.8								f	f		f			f				f		
R	**COOK** 0.5	12.2				s 8.18		s 9.39AM		s 10.20	s 11.03		s 1.23	**2.15PM**		s 3.53	s 4.36	s 5.10PM		s 6.19	51	PY
	BRYANT (No Siding) 1.3	11.7				f 8.17		9.38		f 10.18	f 11.02		f 1.22	2.14		f 3.52	f 4.34	f 5.08		f 6.18		
	GOODIN 2.0	10.4				f				f	f		f			f	f	f		f		P
DR	**OSWEGO** 0.3	8.4	s 5.50AM	s 7.05AM	s 7.40AM	s 8.10	s 8.25AM	9.30AM	s 9.40AM	s 10.10	s 10.55	s 12.45PM	s **1.15**	**2.05PM**	s **2.30PM**	s 3.45	s **4.25**	s **5.00**	s 5.40PM	s 6.10	25	
	WILSONIA (No siding) 0.5	8.1	f 5.49	f 7.04	f 7.39	8.08	f 8.23		f 9.39	f 10.09	f 10.54	f 12.43	f 1.14		f 2.29	f 3.43	4.24	f 4.49	f 5.39	f 6.09		
	BRIARWOOD (No siding) 0.2	7.6	f	f	f		f		f	f	f	f	f		f	f		f	f	f		
	ROCK SPUR 0.6	7.4	f 5.47	f 7.02	f 7.37	8.06	f 8.20		f 9.37	f 10.07	f 10.52	f 12.40	f 1.12		f 2.27	f 3.40	4.22	f 4.47	f 5.37	f 6.07	2	
	ELK ROCK (Spur) 0.2	6.8	f 5.43	f 6.58	f 7.33	8.04	f 8.16		f 9.34	f **10.05**	f 10.48	f 12.37	f 1.08		f 2.24	f 3.36	4.18	f 4.43	f 5.33	f 6.04	7	P
	RIVERWOOD (No siding) 0.3	6.6	f	f	f		f		f	f	f	f	f		f	f		f	f	f		
	RIVERA 0.2	6.3	f 5.42	f 6.57	f **7.31**	**8.03**	f 8.15		f 9.33	f 10.02	f 10.47	f 12.36	f 1.07		f 2.23	f 3.35	4.17	f 4.42	f 5.32	f 6.02	10	P
	RIVERDALE (No siding) 0.3	6.1	f 5.41	f 6.56	f 7.26	8.02	f 8.14		f 9.32	f 10.01	f 10.46	f 12.35	f 1.06		f 2.22	f 3.34	4.16	f 4.41	f 5.31	f 6.01		
	EWAHWE (No siding) 0.9	5.8	f 5.40	f 6.55	f 7.25	8.01	f 8.13		f 9.31	f 10.00	f 10.45	f 12.34	f 1.05		f 2.21	f 3.33	4.15	f 4.40	f 5.30	f 6.00		
	CEMETERY 0.6	4.9	f 5.37	f 6.52	f **7.22**	7.59	f **8.10**		f 9.27	f **9.57**	f 10.42	f 12.31	f 1.02		f **2.18**	f **3.29**	4.12	f **4.37**	f 5.27	f **5.58**	18	P
	FULTON (No siding) 04.	4.3	f 5.35	f 6.50	f 7.19	7.58	f 8.08		f 9.25	f 9.55	f 10.40	f 12.29	f 1.00		f 2.15	f 3.28	4.10	f 4.35	f 5.25	f 5.55		
	SOUTHERN PORTLAND (Spur) 0.8	3.9	f 5.34	f 6.49	f 7.18	7.57	f 8.07		f 9.24	f 9.54	f 10.39	f 12.28	f 12.59		f 2.14	f 3.27	4.09	f 4.34	f 5.24	f 5.54	2	
	ZIMMERMAN (Spur) 0.2	3.1	f 5.31	f 6.46	f 7.16	7.55	f 8.05		f 9.21	f 9.51	f 10.36	f 12.25	f 12.56		f 2.11	f 3.25	4.06	f 4.31	f 5.22	f 5.51	10	
	MULBOX (Spur) 0.1	2.9	f 5.30	f 6.45	f 7.15	7.54	f 8.04		f 9.20	f 9.50	f 10.35	f 12.24	f 12.55		f 2.10	f 3.24	4.05	f 4.30	f 5.21	f 5.50	6	
	THORSEN (Spur) 0.6	2.8																			4	
	TURNTABLE 0.8	2.2	f 5.28	f 6.43	f 7.13	7.53	f 8.03		f 9.18	f 9.48	f 10.33	f 12.23	f 12.53		f 2.08	f 3.23	4.03	f 4.28	f 5.20	f 5.48	11	P
D	**JEFFERSON ST. DEPOT** 0.3	1.4	s 5.25	s 6.40	s 7.10	s **7.50**	s 8.00		s 9.15	s 9.45	s 10.30	s 12.20	s 12.50		s 2.05	s 3.20	s 4.00	s 4.25	s **5.17**	s 5.45	25	
	4TH & JEFFERSON STS. 0.6	1.1	f 5.20	f 6.35	f 7.05	f **7.40**	f **7.53**		f 9.10	f 9.40	f **10.25**	f 12.15	f 12.45		f 2.00	f **3.15**	f 3.50	f 4.20	f 5.10	f 5.38		
	BURNSIDE ST. 0.5	0.5	5.15AM	6.30AM	7.00AM	s 7.35	7.45AM		9.05AM	s 9.33	10.20AM	12.10PM	s 12.38		1.55PM	3.10PM	s **3.43**	s 4.13	5.05PM	s **5.33**		
DNR	**PORTLAND**	0.0				7.30AM				9.30AM			12.35PM				3.40PM	4.10PM		5.30PM		
	(37.9)		Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
	Time over District		(0.35)	(0.35)	(0.40)	(2.03)	(0.40)	(0.09)	(0.35)	(2.00)	(0.50)	(0.35)	(1.30)	(0.10)	(0.35)	(0.50)	(2.08)	(1.00)	(0.35)	(1.55)		
	Average speed per hour		14.45	14.45	11.85	18.48	11.85	23.10	14.45	18.94	16.56	14.45	18.26	22.80	14.45	16.56	19.38	12.20	14.45	19.77		

Westward trains are superior to trains of the same class in the opposite direction (See Rule 72). See pages 10, 12 and 13 for additional trains between Portland and St. Joseph and pages 14 and 15 for additional trains between Portland and 4th and Jefferson Sts. All trains stop for passengers at Flanders Stark, Washington, Morrison, Yamhill and Salmon Sts., Portland, Franklin St., Newberg, and except Nos. 141 and 143 on flag at Lake Grove.

JUNCTION CITY SUBDIVISION

Eastward

FROM SAN FRANCISCO

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.		SECOND CLASS			FIRST CLASS				Distance from Airlie	Time Table No. 81 June 21, 1914	
		234	**232**	**230**	**328**	**326**	**144**	**324**			
		Way Freight	Way Freight	Freight	Oswego Electric	Oswego Electric	Sea Shore Special	Tualatin Electric			
		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Saturday	Leave Daily	Leave Daily	Leave Daily			**STATIONS**
23	PFY		10.20AM						43.5	R	**ST. JOSEPH** 1.5
19			10.30						45.0	D	LAFAYETTE 1.8
			10.35						46.8		OAK LAWN (To Siding) 0.8
10	P		10.45						47.6		DAYTON 1.3
			10.50						48.9		CRAWFORD (No Siding) 2.6
15	P		11.09						51.5		DUNDEE 2.4
20			12.01PM						53.9	DR	NEWBERG 2.0
									54.2	D	**NEWBERG** (City Sta.) 1.9
15	PW		12.15						55.9		SPRINGBROOK 1.0
3									56.9		WEB (Spur) 1.3
12	P		12.35						58.2		REX 1.4
12	P		12.43						59.6		CHEHALEM 0.4
11			12.45						60.0		VOTAW 1.3
7	P		12.55						61.3		MIDDLETON Spur) 1.5
25			1.40						62.8	D	SHERWOOD 1.3
4			1.53						64.1		FORD (Spur) 0.9
14	P		1.56						65.0		CIPOLE (Spur) 0.8
7			1.59						65.8		HERRMAN (Spur) 1.3
20	P		2.05					8.55PM	67.1	R	**TUALATIN** 0.5
								f	67.6		GALBRAITH (No siding) 1.6
51	PY	2.37	2.27	9.00AM			10.17PM	s 9.00	69.2	R	**COOK** 0.5
		2.40	2.30				10.18	f 9.01	69.7		BRYANT (No siding) 1.3
	P							f	71.0		GOODIN 2.0
25		2.55PM	2.45PM	9.20AM	11.55PM	10.40PM	s 10.25PM	s 9.08	73.0	DR	**OSWEGO** 0.3
					f 11.56	f 10.41		f 9.09	73.3		WILSONIA (No siding) 0.5
					f	f		f	73.8		BRIARWOOD (No siding) 0.2
2					f 11.58	f 10.43		f 9.11	74.0		ROCK SPUR 0.6
7	P				f 12.02AM	f 10.47		f 9.14	74.6		ELK ROCK (Spur) 0.2
					f	f		f	74.8		RIVERWOOD (No siding) 0.3
10	P				f 12.03	f 10.48		f 9.15	75.1		RIVERA 0.2
					f 12.04	f 10.49		f 9.16	75.3		RIVERDALE (No siding) 0.3
					f 12.05	f 10.50		f 9.17	75.6		EWAHWE (No siding) 0.9
18	P				f 12.08	f 10.53		f 9.19	76.5		CEMETERY 0.6
					f 12.10	f 10.55		f 9.20	77.1		FULTON (No siding) 0.4
2					f 12.11	f 10.56		f 9.21	77.5		SOUTHERN PORTLAND (Spur) 0.8
10					f 12.14	f 10.59		f 9.24	78.3		ZIMMERMAN (Spur) 0.2
6					f 12.15	f 11.00		f 9.25	78.5		MULBOX (Spur) 0.1
4									78.6		THORSEN (Spur) 0.6
11	P				f 12.17	f 11.02		f 9.27	79.2		TURNTABLE 0.8
25					s 12.20	s 11.05		s 9.30	80.0	D	**JEFFERSON ST. DEPOT** 0.3
					f 12.23	f 11.08		f 9.33	80.3		**4TH & JEFFERSON STS.** 0.6
					s 12.30AM	s 11.15PM		s 9.40PM	80.9		**BURNSIDE ST.** 0.5
									81.4	DNR	**PORTLAND**
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(37.9)
		(0.18)	(4.25)	(0.20)	(0.35)	(0.35)	(0.8)	(0.45)			........................Time over District
		12.66	6.66	11.40	14.45	14.45	28.50	18.40			....................Average speed per hour

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JUNCTION CITY SUBDIVISION

TOWARD SAN FRANCISCO

Westward

	Time Table No. 81 June 21, 1914	Distance from Portland	FIRST CLASS					SECOND CLASS			Capacity of Sidings in cars and location of scales, water, fuel and turning stations.	
			323	325	327	329	361	229	233	231		
			Tualatin Electric	Tualatin Electric	Oswego Electric	Oswego Electric	Newberg Electric	Freight	Way Freight	Way Freight		
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Saturday	Arrive Sunday Only	Arrive Daily Ex. Saturday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		
R	**ST. JOSEPH** 1.5	37.9								11.50AM	23	PFY
D	LAFAYETTE 1.8	36.4								11.45	19	
	OAK LAWN (No siding) 0.8	34.6								11.35		
	DAYTON 1.3	33.8								11.30	19	P
	CRAWFORD (No siding) 2.6	32.5								11.25		
	DUNDEE 2.4	29.9								11.09	15	P
DR	NEWBERG 2.0	27.5								10.40		
D	**NEWBERG** (City Sta) 1.9	27.4					s 12.40AM					
	SPRINGBROOK 1.0	25.5					s 12.33			10.15	15	PW
	WEB (Spur) 1.3	24.5									3	
	REX 1.4	23.2					f 12.25			10.00	12	P
	CHEHALEM 0.4	21.8					f 12.22			9.55	12	P
	VOTAW 1.3	21.4					12.21			9.50	11	
	MIDDLETON (Spur) 1.5	20.1					s 12.17			9.45	7	P
D	SHERWOOD 1.3	18.6					s 12.13			**9.36**	25	
	FORD (Spur) 0.9	17.3					12.09			9.05	4	
	CIPOLE (Spur) 0.8	16.4					f 12.07			9.00	14	P
	HERRMAN (Spur) 1.3	15.6					f 12.05			8.53	7	
R	**TAUALATIN** 0.5	14.3	s 7.05PM	8.50PM			s 12.03AM			8.50	20	P
	GALBRAITH (No siding) 1.6	13.8	f	f			f					
R	**COOK** 0.5	12.2	s 7.00	s 8.43			s 11.59	1.10AM	**7.10**AM	8.41	51	PY
	BRYANT (No siding) 1.3	11.7	f 6.59	f 8.42			f 11.58					
	GOODIN 2.0	10.4	f	f			f					P
DR	**OSWEGO** 0.3	8.4	s 6.53	s 8.35	s 10.35PM	s 11.50PM	s 11.50	12.55AM	6.55AM	8.25AM	25	
	WILSONIA (No siding) 0.5	8.1	f 6.51	f 8.34	f 10.34	f 11.49	f 11.49					
	BRIARWOOD (No siding) 0.2	7.6	f	f	f	f	f					
	ROCK SPUR 0.6	7.4	f 6.49	f 8.32	f 10.32	f 11.47	f 11.47				2	
	ELK ROCK (Spur) 0.2	6.8	f 6.46	f 8.28	f 10.28	f 11.43	f 11.43				7	P
	RIVERWOOD (No siding) 0.3	6.6	f	f	f	f	f					
	RIVERA 0.2	6.3	f 6.45	f 8.27	f 10.27	f 11.42	f 11.42				10	P
	RIVERDALE (No siding) 0.3	6.1	f 6.44	f 8.26	f 10.26	f 11.41	f 11.41					
	EWAHWE (No siding) 0.9	5.8	f 6.43	f 8.25	f 10.25	f 11.40	f 11.40					
	CEMETERY 0.6	4.9	f 6.40	f 8.22	f 10.22	f 11.37	f 11.37				18	P
	FULTON (No siding) 0.4	4.3	f 6.38	f 8.20	f 10.20	f 11.35	f 11.35					
	SOUTHERN PORTLAND (Spur) 0.8	3.9	f 6.37	f 8.19	f 10.19	f 11.34	f 11.34				2	
	ZIMMERMAN (Spur) 0.2	3.6	f 6.35	f 8.16	f 10.16	f 11.31	f 11.31				10	
	MULBOX (Spur) 0.1	2.9	f 6.34	f 8.15	f 10.15	f 11.30	f 11.30				6	
	THORSEN (Spur) 0.6	2.8									4	
	TURNTABLE 0.8	2.2	f 6.33	f 8.13	f 10.13	f 11.28	f 11.28				11	P
D	**JEFFERSON ST. DEPOT** 0.3	1.4	s 6.30	s 8.10	s 10.10	s 11.25	s 11.25				25	
	4TH & JEFFERSON STS. 0.6	1.1	f 6.25	f 8.05	f 10.05	f 11.20	f 11.20					
	BURNSIDE ST. 0.5	0.5	6.20PM	8.00PM	10.00PM	11.15PM	11.15PM					
DNR	**PORTLAND**	0.0										
	(37.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Saturday	Leave Sat'd'y Only	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		
	Time over District		(0.45)	(0.50)	(0.35)	(0.35)	(1.25)	(0.15)	(0.15)	(3.25)		
	Average speed per hour		18.40	16.56	14.45	14.45	20.05	16.19	16.19	8.61		

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). See pages 10, 11 and 12 for additional trains between Portland and St. Joseph and pages 14 and 15 for additional trains between Portland and 4th and Jefferson Sts. All trains stop for passengers at Flanders, Stark, Washington, Morrison, Yamhill and Salmon Sts., Portland, Franklin St., Newberg, and except Nos. 141 and 143 on flag at Lake Grove.

JUNCTION CITY SUBDIVISION

Eastward

FROM SAN FRANCISCO

SECOND CLASS				FIRST CLASS																		
234 Way Freight	232 Way Freight	236 Way Freight	230 Freight	118 Forest Grove Electric	144 Sea Shore Special	110 McMinnville Electric	102 West Side Electric	116 Forest Grove Electric	352 East Side Electric	108 McMinnville Electric	142 P. R. & N Passenger	358 McMinnville Electric	114 Forest Grove Electric	104 West Side Electric	354 East Side Electric	106 McMinnville Electric	112 Forest Grove Electric	120 Beaverton Electric	356 McMinnville Electric	Distance from Corvallis		Time Table No. 81 June 21, 1914
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**
	9.15AM	8.50AM					3.30PM		3.15PM					8.35AM	8.25AM					42.2	DR	**WHITESON** 4.3
7.00AM	**10.00**	9.00	5.15AM			5.30PM	s 3.43		s 3.25	1.10PM		12.40PM		s 8.45	s 8.35	6.30AM			6.00AM	46.5	DR	**McMINNVILLE** 3.2
7.15	10.15AM	**9.15AM**	5.25			s **5.39**	s 3.49		s 3.33PM	s 1.15		s 12.45PM		s 8.52	s 8.41AM	s 6.36			s 6.05AM	49.7	R	**ST. JOSEPH** 4.1
8.26						s 5.46	s 3.58			s 1.22				s 8.59		s 6.43				53.8	D	CARLTON 3.4
9.06			5.50			s 5.52	s 4.07			s **1.28**				s **9.06**		s 6.49				57.2		YAMHILL 2.4
9.25						f 5.57	f 4.13			f 1.33				f 9.12		f 6.54				59.6		COVE ORCHARD (Spur) 2.6
9.32						f 6.02	f 4.19			f 1.39				f 9.17		f 6.59				62.2		WAPATO (Spur) 2.4
9.40						s 6.07	s 4.25			s 1.45				s 9.22		s 7.04				64.6	D	GASTON 0.7
9.45			6.15			f 6.09	s 4.27			f 1.47				s 9.24		f 7.06				65.3		**PATTON** 1.1
9.50						f 6.11	f 4.29			f 1.50				f 9.27		f 7.08				66.4		SEGHERS (Spur) 1.3
						f				f				f		f				67.7		TEFFER (No Siding) 0.8
10.12						s 6.15	s 4.34			s 1.54				s 9.32		s 7.12				68.5		DILLEY 1.0
						f				f				f		f				69.5		RETLAW (No Siding) 1.0
				9.35PM		s 6.22	s 4.42	4.00PM		s 2.00			12.35PM	s 9.40		s 7.20	6.30AM			70.5	DR	**FOREST GROVE** (City Sta.) 1.3
				f		f	f	f		f			f	f		f	f			71.8		EDDY (No siding) 0.5
				f		f	**4.45**	f		f			f	f		f	f			72.3		CATCHING 1.6
10.30			6.40																	70.1	D	FOREST GROVE 2.3
10.38				s 9.40		s 6.27	s 4.48	s 4.05		s 2.05			s 12.40	s 9.46		s 7.26	s 6.37			72.4		CORNELIUS 0.8
				f		f		f		f			f	f		f	f			73.2		KILLGORE (No siding) 1.1
				f 9.43		f 6.30	4.51	f 4.08		f 2.08			f 12.43	f **9.49**		f 7.29	f 6.40			74.3		JOBE 2.2
				s 9.50		s **6.37**	s 4.58	s 4.15		s 2.15			s 12.50	s **9.58**		s 7.36	s 6.47			76.5	D	HILLSBORO (City Sta.) 2.1
11.59			7.05		9.40PM						1.37PM									76.0	DR	**HILLSBORO** 1.6
12.05PM				f 9.55	9.45	f 6.45	5.05	f 4.20		f 2.20	1.41		f 12.55	f 10.04		f 7.43	f 6.53			77.6		NEWTON (Spur) 1.0
12.10				f 9.57	9.47	f 6.47	5.07	f **4.24**		f 2.22	1.43		f 12.57	f 10.06		f 7.45	f 6.55			78.6		DUNZER (Spur) 0.7
12.12				f 9.58	9.48	f 6.49	5.09	f 4.25		f 2.23	1.44		f 12.58	f 10.07		f 7.46	f 6.56			79.6		WITCH HAZEL (No Siding) 1.3
12.20			7.25	s 10.00	9.50	s 6.52	s 5.11	s 4.27		s 2.25	1.46		s 1.00	s **10.10**		s 7.50	s 6.59			80.6		REEDVILLE 1.5
12.30				f 10.03	9.53	f 6.55	s 5.14	f 4.30		f 2.28	1.49		f 1.03	f 10.13		f 7.54	s 7.02			82.1		ALOHA 0.7
12.35				f 10.05	9.54	f **6.57**	f 5.16	f 4.32		f 2.30	1.50		f 1.05	f 10.15		f **7.57**	s 7.04			82.8		HUBER 1.1
12.40				f 10.07	9.56	f 6.59	f 5.18	f 4.34		f 2.32	1.52		f 1.07	f 10.17		f 8.00	s 7.07			83.9		ST. MARYS 1.2
12.45PM			**7.45AM**	s 10.11	s 9.59PM	s 7.03	s 5.22	s 4.38		s **2.36**	s 1.55PM		s 1.11	s 10.23		s 8.03	s 7.11	6.20AM		85.1	DR	**BEAVERTON** 2.3
				f 10.16		f 7.08	f 5.27	f 4.43		f 2.42			f 1.17	f 10.29		f 8.08	s 7.17	f 6.25		87.4		RALEIGH (O. E. Crossing) (No siding) 0.8
				f 10.18		f 7.10	5.29	f 4.45		f **2.44**			f 1.19	f 10.31		f 8.10	f 7.19	f 6.27		88.2		OLSEN (Spur) 0.3
				f 10.19		f 7.11	f 5.30	f 4.46		f 2.46			f 1.20	f 10.32		f 8.11	s 7.20	f 6.28		88.5		SHATTUCK (Spur) 0.7
				f		f		f		f			f	f		f	f	f		89.2		WOODROW (No siding) 1.0
				f		f		f		f			f	f		f	f	f		90.2		HARLEM (No siding) 0.5
				s 10.24		s 7.16	s 5.35	s 4.51		s 2.52			s 1.26	s 10.40		s 8.16	s 7.25	s 6.33		90.7		BERTHA 1.1
				f		f		f		f			f	f		f	f	f		91.8		3RD & MILES STS. (No Siding) 1.7
				f 10.30		f 7.22	f 5.41	f 4.57		f 2.58			f 1.33	f 10.50		f 8.22	f **7.33**	f 6.39		93.5		BANCROFT (Spur) 0.7
				f		f		f		f			f	f		f	f	f		94.2		HOOKER ST. (No Siding) 0.9
				f 10.40		f 7.32	f **5.50**	f 5.07		f **3.08**			f 1.41	f 11.00		f 8.32	f 7.43	f 6.50		95.1		**4TH & JEFFERSON STS.** 0.6
				s 10.50		s 7.40	s 5.55	s 5.15		s 3.15			s 1.48	s **11.05**		s 8.40	s 7.50	s 6.55AM		95.7		**BURNSIDE ST.** 0.5
				s 10.55PM		s 7.45PM	s 6.05PM	s 5.20PM		s 3.20PM			s 1.55PM	s 11.15AM		s **8.45AM**	s 8.00AM			96.2	DNR	**PORTLAND**
Arrive Daily Ex. Sunday	Ar. Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(54.0)
(5.45)	(1.00)	(0.25)	(2.30)	(1.20)	(0.19)	(2.15)	(2.35)	(1.20)	(0.18)	(2.10)	(0.18)	(0.05)	(1.20)	(2.40)	(0.16)	(2.15)	(1.30)	(0 35)	(0.05)			........................Time over District
6.70	6.94	13.30	15.48	20.17	26.30	22.14	20 90	20.17	24.33	22.98	30.30	37.20	19.80	19.21	27.37	22.14	17.66	19.00	37.20			........................Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). **See pages 10, 11, 12 and 13 for additional trains between Portland and 4th and Jefferson Sts.** All trains stop for passengers at Salmon, Morrison, Washington, Stark and Flanders Sts., Portland. Additional flag stops: all trains except No. 102, Motts Farm, one mile east of Beaverton, Tobias M. P. 14.8, North Range and Fir Sts., on Main St. East of P. R. & N. Crossing and West of 6th St., Fir and 6th Sts., and 10th St. (near City Park), Hillsboro, on 1st Avenue between 3rd and 4th Sts. and between 5th and 6th Sts., also on A St. between 3rd and 4th Avenues, Forest Grove; Howe's farm M. P. 45.3. No. 142 stops to let off passengers from West of Hillsboro. No. 236 will carry passengers.

JUNCTION CITY SUBDIVISION

TOWARD SAN FRANCISCO

Westward

	Time Table No. 81 June 21, 1914	Distance from Portland	FIRST CLASS															SECOND CLASS				Capacity of Sidings in cars and location of scales, water, fuel and turning stations.
			101	351	107	141	111	355	143	113	103	353	357	105	115	117	109	229	235	233	231	
			West Side Electric	East Side Electric	McMinnville Electric	P. R. & N. Passenger	Forest Grove Electric	McMinnville Electric	Sea Shore Special	Forest Grove Electric	West Side Electric	East Side Electric	McMinnville Electric	McMinnville Electric	Forest Grove Electric	Forest Grove Electric	McMinn ville Electric	Freight	Way Freight	Way Freight	Way Freight	
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundav	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	
DR	**WHITESON** 4.3	54.0	s 9.45AM	s 9.55AM							s 6.00PM	s 6.10PM							10.30AM		12.45PM	16 WY
DR	**McMINNVILLE** 3.2	49.7	s 9.30	s 9.40	s 11.05AM			s 11.40AM			s 5.50	s 6.00	s 7.35PM	s 7.50PM			s 1.25AM	4.30AM	10.00	2.30PM	12.30PM	50
R	**ST. JOSEPH** 4.1	46.5	s 9.20	9.34AM	s 10.55			11.31AM			s 5.39	5.49PM	7.26PM	s 7.40			s 1.17	4.15	9.44AM	2.05	11.55AM	22 PFY
D	CARLTON 3.4	42.4	s 9.12		s 10.45						s 5.31			s 7.33			s 1.10			1.45		30
	YAMHILL 2.4	39.0	s 9.06		s 10.37						s 5.25			s 7.27			s 1.04	3.45		1.28		20 P
	COVE ORCHARD (Spur) 2.6	36.6	f 8.59		f 10.31						f 5.20			f 7.22			f 12.59			12.55		14 P
	WAPATO (Spur) 2.4	34.0	f 8.54		f 10.25						f 5.15			f 7.17			f 12.54			12.40		8 P
D	GASTON 0.7	31.6	s 8.49		s 10.20						s 5.10			s 7.12			s 12.49			12.30PM		17 W
	PATTON 1.1	30.9	s 8.47		f 10.18						s 5.08			f 7.10			f 12.47	3.20		11.50		31 P
	SEGHERS (Spur) 1.3	29.8	f 8.45		f 10.16						f 5.06			f 7.08			f 12.45			11.40		20 P
	TEFFER (No siding) 0.8	28.5			f						f			f			f					
	DILLEY 1.0	27.7	s 8.41		s 10.12						s 5.02			s 7.05			s 12.42			11.30		21 P
	RETLAW (No siding) 1.0	27.5			f						f			f			f					
DR	**FOREST GROVE** (City Sta.) 1.3	26.5	s 8.35		s 10.05		s 12.20PM			s 3.35PM	s 4.55			s 6.57	s 7.35PM	s 9.20PM	s 12.35					10
	EDDY (No siding) 0.5	25.2			f		f			f	f			f	f	f	f					
	CATCHING 1.6	24.7			f		f			f	f 4.45			f	f	f	f					
D	FOREST GROVE 2.3	26.1																3.05		11.00		
	CORNELIUS 0.8	23.8	s 8.25		s 9.55		s 12.10			s 3.25	s 4.42			s 6.49	s 7.25	s 9.10	s 12.25			10.38		27
	KILLGORE (No siding) 1.1	23.0			f		f			f	f			f	f	f	f					
	JOBE 2.2	21.9	8.20		f 9.49		f 12.05PM			f 3.21	f 4.38			f 6.42	f 7.22	f 9.07	f 12.22					28 P
D	HILLSBORO (City Sta.) 1.7	20.7	s 8.15		s 9.42		s 11.59			s 3.15	s 4.33			s 6.37	s 7.15	s 9.00	s 12.15					3 P
DR	**HILLSBORO** 1.6	20.2				s 10.24AM			s 2.56PM									2.45		10.00 9.10		75 Y
	NEWTON (Spur) 1.0	18.6	8.08		f 9.35	10.18	f 11.51		2.51	f 3.06	f 4.26			f 6.31	f 7.06	f 8.52	f 12.07			9.00		7 P
	DUNZER (Spur) 0.7	17.6	8.06		f 9.33	10.15	f 11.49		2.49	f 3.04	f 4.24			f 6.29	f 7.04	f 8.50	f 12.05			8.55		10 P
	WITCH HAZEL (No siding) 1.3	16.9	8.04		f 9.31	10.14	f 11.47		2.47	f 3.02	f 4.23			f 6.27	f 7.03	f 8.48	f 12.03			8.50		
	REEDVILLE 1.5	15.6	s 8.02		s 9.28	s 10.10	s 11.45		2.45	s 3.00	s 4.21			s 6.25	s 7.01	s 8.45	s 12.01AM			8.45		19 P
	ALOHA 0.7	14.1	s 7.58		f 9.25	10.06	f 11.42		2.42	f 2.57	f 4.17			s 6.22	f 6.58	f 8.42	f 11.58					3 P
	HUBER 1.1	13.4	f 7.57		f 9.24	10.05	f 11.41		2.41	f 2.56	f 4.15			s 6.21	f 6.57	f 8.41	f 11.56					7 P
	ST. MARYS (Spur) 1.2	12.3	f 7.55		f 9.22	10.03	f 11.39		2.39	f 2.54	f 4.13			s 6.19	f 6.54	f 8.39	f 11.54					4 PW
DR	**BEAVERTON** 2.3 (O. E. Crossing)	11.1	s 7.53		s 9.20	10.01AM	s 11.37		2.36PM	s 2.52	s 4.10			s 6.17	s 6.52	s 8.37	s 11.52	1.50AM		8.15AM		18
	RALEIGH (No siding) 0.8	8.8	f 7.47		f 9.16		f 11.31			f 2.46	f 4.03			s 6.11	f 6.46	f 8.31	f 11.46					
	OLSEN (Spur) 0.3	8.0	7.45		f 9.14		f 11.29			f 2.44	f 4.01			f 6.09	f 6.44	f 8.29	f 11.44					6
	SHATTUCK (Spur) 0.7	7.7	f 7.44		f 9.13		f 11.28			f 2.43	f 4.00			s 6.08	f 6.43	f 8.28	f 11.43					6 P
	WOODROW (No siding) 1.0	7.0			f		f			f	f			f	f	f	f					
	HARLEM (No siding) 0.5	6.0			f		f			f	f			f	f	f	f					
	BERTHA 1.1	5.5	s 7.40		s 9.09		s 11.24			s 2.39	s 3.55			s 6.04	s 6.39	s 8.24	s 11.39					21 P
	3RD & MILES STS. (No siding) 1.7	4.4			f		f			f	f			f	f	f	f					13 P
	BANCROFT (Spur) 0.7	2.7	f 7.33		f 9.03		f 11.18			f 2.33	f 3.48			f 5.58	f 6.33	f 8.18	f 11.33					
	HOOKER ST. (No siding) 0.9	2.0			f		f			f	f			f	f	f	f					
	4TH & JEFFERSON STS. 0.6	1.1	f 7.25		f 8.55		f 11.10			f 2.25	f 3.40			f 5.50	f 6.25	f 8.10	f 11.25					
	BURNSIDE ST. 0.5	0.5	s 7.18		s 8.48		s 11.03			s 2.18	s 3.33			s 5.43	s 6.18	s 8.03	s 11.18					
DNR	**PORTLAND**	0.0	7.15AM		8.45AM		11.00AM			2.15PM	3.30PM			5.40PM	6.15PM	8.00PM	11.15PM					
	(54.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leaye Dailv	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	
	Time over District		(2.30)	(0.21)	(2.20)	(0.23)	(1.20)	(0.09)	(0.20)	(1.20)	(2.30)	(0.16)	(0.09)	(2.10)	(1.20)	(1.20)	(2.10)	(2.40)	(0.46)	(6.15)	(0.50)	
	Average speed per hour		21.55	26.58	21.40	23.73	20.17	20.66	25.40	20.17	21.60	26.58	18.70	22.98	20.17	20.17	22.98	14.50	9.51	6.17	8.76	

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). **See pages 10, 11, 12 and 13 for additional trains between Portland and 4th and Jefferson Sts.** All trains stop for passengers at Flanders, Stark, Washington, Morrison, Yamhill and Salmon Sts., Portland. Additional flag stops: all trains except No. 101, Mott's Farm, one mile East of Beaverton, Tobias M. P. 14.8; 10th st. (near City Park), 6th and Fir Sts., on Main St. West of 6th and East of P. R. & N. Crossing, and North Range and Fir Sts., Hillsboro; on 1st Avenue between 3rd and 4th Sts. and between 5th and 6th Sts., also on A St. between 3rd and 4th Avenues, Forest Grove; Howe's Farm M. P. 45.3. No. 141 stop at stations between Beaverton and Hillsboro to discharge passengers. No. 235 will carry passengers.

JUNCTION CITY SUBDIVISION

Eastward — **FROM SAN FRANCISCO** | **TOWARD SAN FRANCISCO** — **Westward**

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.		SECOND CLASS	FIRST CLASS			Distance from Corvallis		Time Table No. 81 June 21, 1914	Distance from Portland	FIRST CLASS			SECOND CLASS
		232 Way Freight Leave Daily Ex. Sunday	138 Motor Leave Daily	102 Eugene Passenger Leave Daily	354 Corvallis Passenger Leave Daily			STATIONS		101 Eugene Passenger Arrive Daily	137 Motor Arrive Daily	353 Corvallis Passenger Arrive Daily	231 Way Freight Arrive Daily Ex. Sunday
60	Y	7.00AM		1.15PM	6.45AM	0.0	DR	CORVALLIS	96.2	s 12.01PM		s 8.15PM	4.45PM
								1.4					
		7.08		s 1.25	s 6.51	1.4		C. & E. CROSSING	94.8	s 11.51		s 8.07	4.35
								3.9					
5		7.18		f 1.34	f 6.58	5.3		LEWISBURG (Spur)	90.9	f 11.34		s 7.57	4.20
								2.5					
5	W	7.25		f 1.41	f 7.04	7.8		CALLOWAY (Spur)	88.4	f 11.28		f 7.51	4.10
								2.6					
23		7.32		s 1.47	s 7.09	10.4		WELLSDALE	85.8	s 11.21		s 7.45	4.00
								3.1					
23		7.42		s 1.54	s 7.15	13.5		SUVER	82.7	s 11.13		s 7.38	3.40
								2.0					
20		7.49		s 1.59	s 7.20	15.5		PARKER	80.7	s 11.07		s 7.33	3.30
								3.0					
297						18.5		WIGRICH JCT. (Spur)	77.7				
								2.3					
20	T	8.05	4.30PM	s 2.14	s 7.35	20.5	DR	INDEPENDENCE	75.4	s 10.52	s 4.25PM	s 7.15	3.10
								5.1					
			s 4.44PM	s 2.27	s 7.49	25.7	R	GERLINGER (S.F.C.&W. Crossing)	70.3	s 10.38	4.12PM	s 7.00	2.35
								0.7					
22	W	8.20		s **2.31**	s 7.51	26.6		DERRY	69.6	s 10.33		s 6.56	**2.31**
								3.3					
10		8.30		f 2.40	f 7.57	30.0		CROWLEY (Spur)	66.3	f 10.24		f 6.48	2.00
								4.4					
22		8.45		s 2.50	s 8.05	34.4		McCOY	61.9	s 10.16		s 6.37	1.45
								5.3					
32		9.00		s 3.00	s 8.16	39.7		AMITY	56.6	s 10.06		s 6.24	1.30
								2.6					
16	WY	9.10AM		s 3.10PM	s 8.21AM	42.2	DR	WHITESON	54.0	10.00AM		6.16PM	1.00PM
		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(42.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
		(2.10) 19.30	(0.14) 21.00	(1.55) 22.01	(1.36) 26.37			Time over District Average speed per hour		(2.01) 20.92	(0.13) 22.60	(1.59) 21.27	(3.45) 11.25

Westward trains are superior to trains of the same class in the opposite direction (see Rul 72.) Additional flag stops: Nos. 137 and 138—O'Brien Place, between Independence and Gerlinger, and Grant Street, Independence.

JUNCTION CITY SUBDIVISION

Eastward — **FROM SAN FRANCISCO** | **TOWARD SAN FRANCISCO** — **Westward**

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.		SECOND CLASS			FIRST CLASS		Distance from Beaverton		Time Table No. 81 June 21, 1914	Distance from Portlnad	FIRST CLASS			SECOND CLASS		
		234 Way Freight Leave Daily Ex. Sunday	232 Way Freight Leave Daily Ex. Sunday	230 Freight Leave Daily	144 Sea Shore Special Leave Daily	142 P. R. & N. Passenger Leave Daily			STATIONS		141 P. R. & N. Passenger Arrive Daily	143 Sea Shore Special Arrive Daily	319 Beaverton Electric Arrive Daily	229 Freight Arrive Daily	233 Way Freight Arrive Daily Ex. Sunday	231 Way Freight Arrive Daily Ex. Sunday
18	T	1.00PM		**8.05**AM	10.00PM	1.56PM	0.0	DR	BEAVERTON	20.4	s 10.00AM	s **2.35**PM	s 5.30PM	1.45AM	**8.05**AM	
									2.2							
5		1.10			10.05	f 2.02	2.2		FANNO (Spur)	18.2	f 9.54	2.30	f 5.23		7.40	
									0.9							
6	P	1.15			10.07	f 2.04	3.1		ROBINSON (Spur)	17.3	f 9.52	2.28	f 5.21		7.35	
									0.7							
					10.09		3.8		O. E. CROSSING	16.6						
									0.8							
8	P	1.25		8.20	10.11	f 2.08	4.6		TIGARD	15.8	f 9.48	2.24	f 5.17	1.25	7.30	
									1.5							
7	P	1.35			10.14	2.12	6.1		BONITA (Spur)	14.3	f 9.44	2.21	f 5.14		7.20	
									1.3							
51	PY	1.45PM		8.35AM	10.16PM	s **2.17**PM	7.4	R	COOK	13.0	9.40AM	**2.17**PM	5.11PM	1.15AM	7.15AM	
		For schedule of trains between Oswego and Cook, see pages 10, 11, 12 and 13.										For schedule of trains between Oswego and Cook see pages 10, 11, 12 and 13.				
25		3.05PM	2.55PM	**9.30**AM	10.25PM	s **2.30**PM	11.2	DR	OSWEGO	9.2	s **9.29**AM	**2.05**PM		12.50AM	6.50AM	8.20AM
									1.1							
48		3.15	3.05	9.39	10.30	2.35	12.3		MENEFEE	8.1	9.25	1.59		12.43	6.43	8.10
									1.2							
5		3.20	3.10	9.42	10.32	s 2.38	13.5		MILWAUKEE	6.9	s 9.23	1.57		12.40	6.40	8.07
									1.1							
		3.25PM	3.15PM	9.45PM	10.35PM	**2.41**PM	14.6		WILLSBURG JCT.	5.8	9.21AM	1.55PM		12.38AM	6.37AM	8.04AM
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(10.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
		(1.05) 9.96	(0.20) 10.20	(0.45) 14.40	(0.26) 24.01	(0.32) 20.25			Time over District Average speed per hour		(0.28) 23 14	(0.28) 23.14	(0.19) 24.60	(0.42) 15.42	(1.03) 10.28	(0.16) 12.75

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72.)

JUNCTION CITY SUBDIVISION

Eastward FROM SAN FRANCISCO TOWARD SAN FRANCISCO Westward

Capacity of Sidings in cars and location of scales, water, fuel and turning stations.		SECOND CLASS				FIRST CLASS			Distance from Airlie and Branch Terminals		Time Table No. 81 June 21, 1914	Distance from Portland via Jefferson St.	FIRST CLASS			SECOND CLASS			
		380	378	376	236	386	352	104					351	103	385	235	375	377	379
		Mixed	Mixed	Mixed	Way Freight	Motor	Airlie Passenger	Willamina Passenger					Airlie Passenger	Willamina Passenger	Motor	Way Freight	Mixed	Mixed	Mixed
		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily
10	T				6.00AM		1.00PM		0.0	R	**AIRLIE**	81.4	s 11.59AM			2.00PM			
3					6.07		f 1.07		2.2		2.2 SIMPSON (Spur)	79.2	f 11.50			1.50			
2					6.13		f 1.13		3.9		1.7 STRONG (Spur)	77.5	f 11.43			1.45			
7					6.18		f 1.18		5.4		1.5 LUCKIAMUTE (Spur)	76.0	f 11.38			1.40			
9	Y				6.35	8.00PM	s 1.30		9.2	DR	3.8 **MONMOUTH**	72.2	s 11.27		s 7.55PM	1.30			
					6.45	f 8.09	f 1.40		12.2		3.0 MULKEY (No siding)	69.2	f 11.17		f 7.46	1.00			
									16.0		3.4 S. F. C. & W. CROSSING	65.4							
26	WY				7.10	s 8.25PM	s 2.00		16.4	DR	0.4 **DALLAS**	65.0	s 11.07		7.30PM	12.45			
9					7.30		f 2.10		19.6		3.2 POLK	61.8	f 10.56			12.25			
16					7.40		f 2.21		22.4		2.8 SMITHFIELD	59.0	f 10.44			12.05PM			
6					7.57		s 2.33		26.9		4.5 PERRYDALE 2.2	54.5	s 10.32			11.45			
21	T	2.00PM	9.50AM	7.45AM				7.35AM	0.0	DR	**SHERIDAN**	59.3		s 7.00PM			s 9.00AM	s 11.00AM	s 3.10PM
15		s 2.20	s 10.10	s 8.05				s 7.48	4.2		4.2 BALLSTON 2.8	55.1		s 6.45			s 8.40	s 10.40	s 2.50
	Y	s 2.30PM	s 10.20AM	s 8.15AM	8.20		s 2.41	s 7.56	29.1	R	**BROADMEAD**	52.3	s 10.25	s 6.36		11.30	8.30AM	10.30AM	2.40PM
7					8.22		f 2.43	f 7.57	29.6		0.5 WINCH (Spur)	51.8	f 10.19	f 6.33		11.15			
4					8.28		f 2.49	f 8.02	31.7		2.1 HARRISON (Spur)	49.7	f 10.14	f 6.28		11.05			
22					8.31		f 2.52	f 8.04	32.5		0.8 BRIEDWELL	48.9	f 10.11	f 6.25		11.00			
4					8.39		f 2.59	f 8.10	34.8		2.3 HOLMES (Spur)	46.6	f 10.04	f 6.19		10.50			
16	WY				8.43AM		s 3.03PM	s 8.15AM	36.2	DR	1.4 **WHITESON**	45.2	10.00AM	6.15PM		10.40AM			
		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(36.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily
		(0.30)	(0.30)	(0.30)	(2.43)	(0.25)	(2.03)	(0.40)			Time over District		(1.59)	(0.45)	(0.25)	(3.20)	(0.30)	(0.30)	(0.30)
		14.00	14.00	14.00	13.32	17.04	17.65	21.15			Average speed per hour		18.25	18.40	17.04	10.86	14.00	14.00	14.00

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: No. 376 is superior to No. 375; No. 378 is superior to No. 377; No. 380 is superior to No. 379. Nos. 235 and 236 will carry passengers.

SPECIAL RULES

“SAFETY FIRST”

EXTRA TRAINS MAY PASS OR RUN AHEAD OF SECOND CLASS TRAINS WITHOUT AN ORDER TO DO SO.

STANDARD CLOCKS.

Portland (Grand Central Station).
Portland (Dispatcher's Office).
Jefferson Street Depot.
Brooklyn
Canby
Woodburn.
Salem.
Albany.
Junction City.
Eugene.
Roseburg.
Glendale
Grants Pass.
Ashland.
Silverton.
Coburg.
Springfield.
Oakridge.
Dallas.
Sheridan.
Hillsboro.
Forest Grove
McMinnville.
Independence.
Corvallis.

WATCH INSPECTORS.

WEBB C. BALL, General Time Inspector	San Francisco
A. & C. FELDENHEIMER, Local Watch Inspectors	Portland
H. A. BELDING, Local Watch Inspector	Portland
E. A. PRIEST, Local Watch Inspector	Canby
H. L. MOORE, Local Watch Inspector	Woodburn
F. M. FRENCH, Local Watch Inspector	Albany
M. L. KREAMER, Local Watch Inspector	Eugene
A. SALISMAN, Local Watch Inspector	Roseburg
B. BARNES, Local Watch Inspector	Grants Pass
H. L. WHITED, Local Watch Inspector	Ashland
D. W. ROOF, Local Watch Inspector	Springfield
W. F. HANNA, Local Watch Inspector	McMinnville
J. H. HOFFMAN, Local Watch Inspector	Hillsboro
E. W. S. PRATT, Local Watch Inspector	Corvallis
F. H. NEWELL, Local Watch Inspector	Sheridan

BULLETIN STATIONS

Portland (Dispatcher's Office).
Jefferson Street Depot.
Brooklyn.
Canby.
Woodburn.
Salem.
Albany.
Junction City.
Eugene.
Roseburg.
Grants Pass.
Ashland.
Corvallis.
Springfield.
Coburg
Hillsboro.
Forest Grove.
McMinnville.
Whiteson.
Dallas.
Sheridan.

CLEARANCE CARDS.

In issuing clearance cards operators will first fill out clearance designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance, and obtain O. K. with time and dispatcher's initials, writing same on clearance before delivery.

Operator will retain carbon copy of all clearances.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance card and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

Conductors and engineers must not accept clearance cards with order numbers thereon unless properly O. K.'d as above.

All trains must obtain clearance card, Form 2643, before leaving Medford, Grants Pass, Eugene, Albany, Salem and Dallas. Westward trains between 7 a. m. and 7 p. m Jefferson Street Depot.

All trains routed via detour at Hillsboro, Forest Grove and Newberg must obtain clearance card, form 2643 at city stations

Rule 83-A will not apply at initial stations which are not telegraph stations nor at telegraph stations when there is no operator on duty.

REGISTER EXCEPTIONS.

First-class trains will leave register ticket (Form 2642) with operator at Brooklyn who will register for them.

Trains via detour at Hillsboro will leave register ticket (Form 2642) with operator at Hillsboro City Station who will register for them.

Nos. 141, 142, 143 and 144 will leave register ticket (Form 2642) with the operator at Oswego, who will register for them.

Trains via detour at Newberg will leave register ticket (Form 2642) with operator at Newberg City Station who will register for them.

Woodburn: Only trains originating or terminating at Woodburn will register.

Cottage Grove: Only Nos. 19 and 20 will register.

Tualatin: Only trains originating or terminating at Tualatin will register.

At registering stations on single track, or at the end of double track when passing from single to double track, where trains are permitted to register as per Rule 83-B, conductors and telegraphers, or telephone operators, must comply with Rule 96, the same as at non registering stations.

AIR BRAKE TESTS AND INSPECTION.

Air brakes must be tested whenever the train line is broken as per Air Brake Rule 14. When signal from rear of train cannot be seen owing to foggy weather or position of train on curve, engineer will sound one blast of the steam whistle and rear brakeman will apply brakes as required in Rule 14. Engineer should watch gauge and if proper reduction made acknowledge same by two short blasts of the steam whistle. This test should also be made on eastward trains at Bertha and Grants Pass and westward trains at Glendale. Rule 24 should be observed when helper engines are cut out or picked up ahead of the regular engine.

Retainers must be turned up on passenger and freight trains westward, from Tunnel 8 to Wolf Creek, Tunnel 9 to Merlin and Dimmick to Grants Pass; eastward, from Dimmick to Merlin, Tunnel 9 to Leland, Tunnel 8 to Glendale; also on eastward and westward freight trains, Rice Hill to foot of grade, and from Divide to Comstock, westward.

The following points are designated for careful inspection of running gear, brake and draft rigging of trains by freight train crews: Woodburn, Salem, Albany, Eugene, Cottage Grove, Drain, Glendale, Grants Pass, Medford, Silverton, Lebanon, Newberg, Whiteson, Beaverton and Independence. Westbound freight trains will stop at Hugo five minutes to permit cooling and a superficial examination. Train crew should make careful inspection of trains at any point where trains stop, or at points where slow movement of train would permit trainmen to stand on ground and watch for defects as train is pulled past.

AUTOMATIC BLOCK SIGNALS.

On single track trains will wait five minutes in accordance with Rule 504 before following flagman, excepting between Willsburg Junction and East Morrison Street trains stopped by block signal will wait one minute then proceed under control, not exceeding six miles per hour, to next signal.

On single track within automatic block signal limits last portion of Rule 86 will not apply.

LOCATION OF INTERLOCKING PLANTS.

Willamette River Bridge between East Portland and Portland.
P. E. & E. Crossing between Eugene and Springfield Junction.
Oregon Electric crossing east of Beaverton.
Oregon Electric crossing between Tigard and Robinson.

SPEED RESTRICTIONS.

Maximum speed of any train at any point must not exceed 50 miles per hour, and no train shall exceed a speed of 25 miles per hour around curves of 7 degrees or over.

Speed of Consolidation and Mikado Engines (2500, 2800 and 3200 class) restricted to a maximum of 35 miles per hour, and 20 miles per hour around curves of 7 degrees or over.

Maximum Speed Engines running light as follows: Atlantic Type, 50; Pacific Type, 50; Ten-wheel Vauclain Compound, 45; Ten-wheel changed to simple, 45; Ten-wheel Nos. 2301 to 2352, inclusive, 45; Eight-wheel American Type, 50; Consolidation Type, 35; Mikado Type, 35; Mogul Type, simple and compound, 45; Switch Engines, 20 miles per hour.

Maximum speed engines backing up on main line between Ashland and Portland, 25 miles per hour; all branch lines, 20 miles per hour.

Trains handling Steam Wrecking Crane must not exceed 25 miles per hour.

Trains handling logs not chained must not exceed 6 miles per hour over truss bridges, around sharp curves and passing through stations.

Portland—Junction City

Trains must reduce speed to 10 miles per hour over Willamette River bridge, Portland; passing shop buildings, Brooklyn; over grade crossings between Brooklyn and Willsburg Junction, and over Clackamas Southern Railway crossing east of Oregon City. 15 miles per hour on curve 1 mile west of Oregon City. 20 miles per hour at Rock Point where track approaches the river west of New Era; around curves east and west of Clackamas River bridge and Willamette River bridge between Harrisburg and Junction City.

Junction City—Roseburg

Trains must reduce speed to 20 miles per hour around sharp curves east and west of Winchester bridge.

Pacific type, Atlantic type and 2300 class engines restricted to 30 miles per hour between mile post 642 and 645, and 35 miles per hour between Comstock and Drain, 30 miles per hour between Sutherlin and Roseburg. Consolidated and Mikado engines 25 miles per hour between M. P. 642 and 645, and Sutherlin and Roseburg.

Roseburg—Ashland

Pacific type, Atlantic type and 2300 class engines restricted to 30 miles per hour, and consolidated and Mikado engines 25 miles per hour between Roseburg and Green.

Willsburg Jct.—Oswego

Trains must reduce speed to 15 miles per hour over trestle approaches to Willamette River bridge between Oswego and Milwaukie.

Electric Lines

Trains must reduce speed to 6 miles per hour in passing over facing point spring switches on Fourth and Jefferson Streets, Portland; 10 miles per hour on Fourth and Jefferson Streets, Portland, over Elk Rock trestle and Tualatin and South Yamhill River bridges.

In order to avoid trouble with the dynamotors on electric cars, due to flashing over dead sections and cross overs, you will reduce speed so as not to exceed eight miles per hour at such points.

The following speed table is for the information of engineers and must not be considered in any way to authorize exceeding speed limit specified above.

	Passenger.	Freight.
Portland-Divide	50	30
Divide-Comstock	25	18
Comstock-Cornutt	45	25
Cornutt-West Fork	30	20
West Fork-Reuben	25	18
Reuben-Grants Pass	45	25
Grants Pass-Ashland	50	30
Portland-McCoy	50	30
McCoy-Corvallis	45	25
Salem-Geer	35	25
Portland (Jefferson Street)-Oswego	25	18
Oswego-St. Joseph	50	30
Willsburg Junction-Beaverton	50	30
Whiteson-Airlie	25	18
Broadmead-Sheridan	25	18
Woodburn-Springfield	30	22
Springfield-Natron	25	18
Natron-Oakridge	50	30
Mohawk Junction-Wendling	25	18
Lebanon-Albany Junction	30	22

Speed of trains regulated by ordinance through city limits, or between points designated by slow boards within certain city limits.

	Miles per hour.		Miles per hour.
Portland	10	Central Point	10
Oregon City	8	Medford	8
Aurora	15	Talent	15
Hubbard	12	Milwaukee	12
Woodburn	10	Oswego	10
Gervais	15	Beaverton	8
Salem	10	Hillsboro	12
Turner	12	Cornelius	12
Jefferson	20	Carlton	10
Albany	8	McMinnville	12
Halsey	10	Amity	10
Harrisburg	12	Independence	6
Junction City	10	Corvallis	10
Eugene	15	LaFayette	6
Creswell	12	Dallas	6
Yoncalla	6	Monmouth	8
Roseburg	6	Lebanon	12
Rogue River	20	Brownsville	10

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.0	40	1.30	50	1.12

SPECIAL RULES—Continued

LOCATION OF OVERHEAD AND SIDE OBSTRUCTIONS.

Mile Post	East of	Description
	Ashland—Roseburg	
456.9	Ray Gold	Rogue River Bridge.
490.6	Hugo	Tunnel No. 9.
505.2	Wolf Creek	Tunnel No. 8.
509.3	Glendale	Cow Creek Bridge.
514.1	Reuben	Tunnel No. 7.
514.8	Reuben	Tunnel No. 6.
515.7	Reuben	Tunnel No. 5.
516.0	Reuben	Tunnel No. 4.
518.6	Brandt	Tunnel No. 3.
521.0	Brandt	Tunnel No. 2.
521.1	Brandt	Cow Creek Bridge.
521.4	West Fork	West Fork Creek Bridge.
522.1	West Fork	Rock Bluff.
530.8	Cow Creek	Tunnel No. 1.
533.6	Nichols	Rock Bluff.
533.8	Nichols	Rock Bluff.
538.8	Nichols	Rock Bluff.
550.1	Weaver	South Umpqua River Bridge.
571.5	Green	Rock Bluff.
	Roseburg—Junction City	
578.1	Winchester	North Umpqua River Bridge.
589.9	Oakland	Calapooia River Bridge.
607.9	Devore	Elk Creek Bridge.
608.7	Devore	Pass Creek Bridge.
610.7	Drain	Pass Creek Bridge.
612.3	Leona	Pass Creek Bridge.
613.6	Leona	Pass Creek Bridge.
625.7	Latham	Coast Fork Bridge.
627.4	Cottage Grove	Coast Fork Bridge.
	Junction City—Portland	
663.1	Junction City	Willamette River Bridge.
682.1	Shedd	Calapooia River Bridge.
699.0	Millersburg	Santiam River Bridge.
743.6	Aurora	Pudding River Bridge.
755.5	Oregon City	Rock Bluff.
755.6	Oregon City	Overhead Foot Crossing.
757.5	Park Place	Clackamas River Bridge.
766.2	Wilsburg	Overhead Crossing, Bybee Avenue.
770.0	E. Morrison St.	Overhead Crossing, Burnside Street.
	Springfield—Woodburn	
650.2	Armitage	McKenzie River Bridge.
671.7	Twin Buttes	Calapooia River Bridge.
689.8	Lebanon	South Santiam River Bridge.
698.5	Crabtree	Crabtree Creek Bridge.
701.0	Gilkey	Thomas Creek Bridge.
706.3	Shelburn	North Santiam River Bridge.
728.8	Abiqua	Abiqua Creek Bridge.
	Wendling—Mohawk Junction	
659.8	Wendling	Mohawk River Bridge.
651.0	Yarnell	Mohawk River Bridge.
649.5	Yarnell	McKenzie River Bridge.
	Oakridge—Springfield Junction	
682.4	Oakridge	Tunnel No. 3.
680.0	Oakridge	Tunnel No. 2.
677.1	Lookout	Tunnel No. 1.
656.3	Pengra	Fall Creek Bridge.
644.6	Springfield	Willamette River Bridge.
	Oswego—Wilsburg Jct.	
2-E	Wilsonia	Willamette River Bridge.
	Corvallis—Whiteson	
81-E	Suver	Luckiamute River Bridge.
	Airlie—Whiteson	
74-E	Luckiamute	Luckiamute River Bridge.
	Electric Lines	
53-B	Whiteson	South Yamhill River Bridge.
12-H	Tualatin	Tualatin River Bridge.
0.4	Turntable	Overhead Road Crossing.
0.3	Turntable	O. E. Overhead Railroad Crossing.

Train employes are cautioned not to lean out of engine cab window while passing over Clackamas River bridge.

Train and enginemen are cautioned to keep a sharp lookout especially on curves on West Side and Yamhill lines, where trolley poles and wires are being put up in connection with electrification work. Avoid coming in contact with these wires as they carry high voltage current. Trolley wire running through Tualatin and South Yamhill River bridges will not clear men on top of box car.

MAIN TRACK LINE UP AT JUNCTIONS.

Junction switches at Cook and Oswego must be left set and locked for movements between Portland and St. Joseph via Rivera and Newberg.

Junction switch at Beaverton must be left set and locked for movements via Hillsboro-Bertha line.

Junction switch (second connection east of crossing) at Dallas must be left set and locked for the S. F. C. & W. connection.

Junction switches of detour at Hillsboro must be left set and locked for movements via Hillsboro city station.

Junction switch east of depot at Hillsboro must be left set and locked for movements via P. R. & N. line.

Junction switches of detour at Forest Grove must be left set and locked for movements via Forest Grove City Station.

Junction switches of detour at Newberg must be left set and locked for movements via Newberg city station.

Junction switch (west leg of wye) at Springfield must be left set and locked for movements via Springfield and Springfield Jct. line.

The junction switch leading to the Jefferson Street line at Fourth and Jefferson Streets, Portland, is a spring switch and will be left as used. Therefore, westward trains must approach this switch under control, expecting to find it lined up against them.

YARDS.

All trains must be under control within yard limits as listed below. See Rule 93.

PORTLAND (Portland, yard limits extend to yard signs west of Willsburg Junction. Bancroft and Southern Portland.)
OREGON CITY
CANBY
WOODBURN
SALEM (Salem, yard limits extend to yard sign east of Fair Grounds.
ALBANY (Albany, yard limits extend to yard signs west of Albany Junction.)
JUNCTION CITY
EUGENE (Eugene, yard limits extend to yard sign west of Springfield Junction.)
COTTAGE GROVE (Cottage Grove, yard limits extend to yard sign west of Latham.)
DRAIN
ROSEBURG
WEST FORK
GLENDALE
GRANTS PASS
MEDFORD (Medford, yard limits extend to yard sign east of Crater Lake Junction.)
ASHLAND
SPRINGFIELD (Springfield, yard limit extends to yard sign east of Fisher-Balle Mills, west of Mohawk Junction; also includes cut-off between Springfield and Springfield Junction.)
COBURG
BROWNSVILLE
OAKRIDGE
LEBANON
SILVERTON
TALLMAN
WENDLING
BEAVERTON
HILLSBORO
FOREST GROVE
CARLTON
ST. JOSEPH
McMINNVILLE
WHITESON
INDEPENDENCE
CORVALLIS
OSWEGO
COOK
NEWBERG
BROADMEAD
SHERIDAN
DALLAS

At Eugene and Canby P. E. & E. trains will use S. P. tracks, and at Salem S. F. C. & W. trains will use S. P. tracks between their connection at Union St. and passenger station; all trains will move under control expecting to find track occupied. S. P. freight trains and yard engines must not delay passenger trains.

Between 6:00 P. M. and 7;00 A. M. trains using the Geer line between main line junction and yard limits, Salem, will move under control expecting to find track occupied by cars and yard engines.

LOCATION WATER TANKS BETWEEN STATIONS.

One half-mile west of Tunnel 9.
One-fourth mile west of Pollard.
Four miles west of Cornutt.
One-eighth mile west of Rock Spur.

MISCELLANEOUS.

Trainmen and enginemen are subject to the rules and regulations of the Northern Pacific Terminal Company while in their yard.

Trains will leave Portland terminal yard only on receiving "Proceed" signal from tower semaphore at Fourth Street, calling for and acknowledging same per Rule 221-A.

Trains consisting of more than 20 cars will cut off engine to take water, and will also cut off way cars before spotting.

Flues of engines must not be sanded while crossing overhead bridges.

ELECTRIC LINES

Fourth Street trains, in and out of Union Depot, Portland, will be governed by position of semaphore at Fourth Street.

Steam engines will not take the sharp curve on the detour at Forest Grove between the wye and new passenger station nor the detour at Hillsboro or Newberg.

Eastward trains must stop before fouling the crossing at Fourth and Jefferson Streets, Portland.

All trains must stop before crossing electric tracks on Fourth and Jefferson Streets, Portland; Oregon Electric tracks at Hillsboro, and Spaulding Logging Co., track at Newberg. Whenever the view of the motorman is obstructed by weather conditions or otherwise, it will be necessary to flag over these crossings.

The dimmer must be used on headlights of all Electric Trains within the City limits of Portland as required by ordinance.

Rule 91 will not apply for movements between Portland, Hooker St. and Jefferson St. Depot.

WEIGHTS TO BE USED IN FIGURING TONNAGE OF PASSENGER TRAINS

	Wood	Steel
Baggage	75 Ms	88 Ms
Baggage, Mail and Express	66 Ms	93 Ms
Baggage and Passenger	54 Ms	
Buffet Cars	114 Ms	146 Ms
Business	105 Ms	
Chair Cars	87 Ms	98 Ms
Coaches (First Class)	71 Ms	92 Ms
Coaches (Second Class)	47 Ms	
Dining Cars	128 Ms	146 Ms
Dynamo	94 Ms	105 Ms
Horse Express	81 Ms	
Postal Cars (60 ft.)		110 Ms
Postal Cars (40 ft.)		77 Ms
Pullman Parlor Cars	121 Ms	
Pullman Standard Sleepers	128 Ms	150 Ms
Pullman Tourist Sleepers	94 Ms	143 Ms
Observation Cars	122 Ms	145Ms
Tea and Silk	48 Ms	

RATING OF LOCOMOTIVES IN Ms

CLASSIFICATION	ENGINE NUMBERS	PORTLAND AND JUNCTION CITY						JUNCTION CITY & ROSEBURG					ROSEBURG AND ASHLAND						WOODBURN AND NATRON						M'H'K JC. & WENDLING		ALB'Y JCT. & LEBANON			
		Westward			Eastward			Westward			Eastward		Westward			Eastward			Westward			Eastward			Westward	Eastward	Westward	Eastward		
		Portland to Woodb'n	Woodb'n to Albany	Albany to Jct. City	Jct. City to Albany	Albany to Woodb'n	Woodb'n to Portland	Jct. City to Drain	Drain to Oakland	Oakland to Roseburg	Roseburg to Divide	Divide to Jct. City	Roseburg to WestFork	WestFork to GrantsPs.	GrantsPs. to Ashland	Ashland to GrantsPs.	GrantsPs. to Glendale	Glendale to Roseburg	Woodb'n to Pratum	Pratum to Aum'ville	Aum'ville to Natron	Natron to Aum'ville	Aum'ville to Pratum	Pratum to Woodb'n	M'h'k Jct. to Wendl'g	Wendl'g to M'h'k Jct.	Alb'y Jct. to Lebanon	Lebanon to Alb'y Jct.		
E-63 $\frac{16}{24}$ 44	1501 to 1510	830	1180	1280	1380	1280	1130	1030	325	435	410	1030	......	......	......	......	......	815	830	375	740	1380	500	1100	1350	1400	1280	1380		
E-63 $\frac{16}{24}$ 46	1511	830	1205	1280	1380	1305	1150	1055	325	435	410	1080	......	......	......	......	......	830	830	375	740	1380	500	1205	1350	1425	1280	1380		
E-63 $\frac{17}{24}$ 50	1320, 1355 to 1361	930	1280	1380	1480	1380	1230	1180	370	485	465	1180	......	......	......	......	......	950	930	425	790	1480	500	1205	1450	1525	1380	1480		
M-53 $\frac{17}{24}$ 63	1600	1110	1480	1580	1680	1580	1405	1380	465	590	540	1380	980	430	950	1680	430	1145	1110	525	1000	1680	750	1480	1650	1850	1580	1680		
M-57 $\frac{17}{24}$ 68	1601 to 1607																													
T-57 $\frac{18}{24}$ 68	2025	1110	1480	1580	1680	1580	1405	1380	455	590	540	1380	980	430	950	1680	430	1180	1110	525	1000	1680	750	1480	1650	1850	1580	1680		
T-57 $\frac{18}{24}$ 74	2029																													
T-57 $\frac{18}{24}$ 70	2030, 2031	1180	1580	1680	1780	1680	1530	1430	530	630	610	1430	1030	500	980	1780	500	1275	1180	550	1060	1780	790	1580	1750	1950	1680	1780		
T-57 $\frac{18}{24}$ 72	2041, 2048, 2058, 2085, 2099																													
M-57 $\frac{18}{24}$ 73	1610 to 1614	1180	1580	1680	1780	1680	1530	1430	530	630	610	1430	1030	500	980	1780	500	1290	1180	550	1060	1780	790	1580	1750	1950	1680	1780		
E-62 $\frac{18}{26}$ 62	1476	1110	1480	1580	1680	1580	1405	1380	460	580	540	1380	980	430	950	1680	430	1250	1110	525	1000	1680	700	1480	1650	1850	1580	1680		
E-63 $\frac{18}{24}$ 69	1385																													
E-63 $\frac{18}{24}$ 68	1395																													
T-57 $\frac{18}{24}$ 88	2130, 2133, 2138, 2141, 2145, 2148	1280	1680	1780	1880	1780	1630	1580	595	730	680	1580	1155	560	1080	1880	560	1460	1280	600	1200	1880	850	1680	1850	2050	1780	1880		
T-63 $\frac{18}{30}$ 77	2194, 2195, 2200, 2203, 2204, 2205, 2206	1380	1780	1880	1980	1880	1730	1730	625	805	760	1730	1230	590	1130	2030	590	1530	1380	650	1300	1980	900	1880	1950	2150	1880	1980		
T-57 $\frac{18}{30}$ 78	2190, 2191, 2197	1380	1780	1880	1980	1880	1730	1730	640	855	760	1730	1230	590	1130	2030	590	1530	1380	650	1300	1980	900	1880	1950	2150	1880	1980		
T-57 $\frac{18}{30}$ 71	2193																													
T-57 $\frac{18}{30}$ 84	2208																													
T-69 $\frac{20}{26}$ 113	2219	1400	1800	1900	2000	1900	1740	1740	650	900	770	1740	1240	600	1140	2050	600	1540	......	......	......	......	......	......	......	......	......	......		
T-63 $\frac{19}{24}$ 105	2223	1400	1800	1900	2000	1900	1740	1740	650	900	770	1740	1240	600	1140	2050	600	1540	......	......	......	......	......	......	......	......	......	......		
T-63 $\frac{20}{26}$ 112	2271	1400	1800	1900	2000	1900	1740	1740	650	900	770	1740	1240	600	1140	2050	600	1540	......	......	......	......	......	......	......	......	......	......		
T-69 $\frac{20}{28}$ 134	2274	1410	1810	1910	2010	1910	1750	1750	655	910	775	1750	1250	605	1150	2060	605	1550	......	......	......	......	......	......	......	......	......	......		
T-69 $\frac{21}{28}$ 149	2283, 2292, 2298, 2299	1600	2100	2500	2500	2500	2000	2000	750	1100	900	2150	1550	650	1450	2200	650	1800	......	......	......	......	......	......	......	......	......	......		
T-69 $\frac{15\frac{1}{2}\text{-}26}{28}$ 142	2297	1410	1810	1910	2010	1910	1750	1750	655	910	775	1750	1250	605	1150	2060	605	1550	......	......	......	......	......	......	......	......	......	......		
P-77 $\frac{22}{28}$ 141	2422 to 2427	1800	2500	2900	F	2900	2400	2400	980	1300	1100	2450	1700	800	1600	F	800	2000	......	......	......	......	......	......	......	......	......	......		
T-63 $\frac{22}{28}$ 160	2331 to 2351	2000	2700	3100	F	3100	2600	2600	1050	1400	1200	2650	1900	950	1800	F	950	2200	......	......	......	......	......	......	......	......	......	......		
C-57 $\frac{22}{30}$ 187	2513 to 2591, 2800 to 2830	2600	3300	3600	F	3600	3400	3200	1230	1650	1400	3010	2450	1150	2500	F	1120	3400	......	......	......	......	......	......	......	......	......	......		
Mk-57 $\frac{23}{30}$¾ 205	3200 to 3208	2900	3630	3960	F	3960	3740	3520	1350	1815	1540	3310	2695	1215	2750	F	1230	3740	......	......	......	......	......	......	......	......	......	......		
ALLOWANCES FOR EMPTY AND UNDERLOADED CARS	Less than 40 Ms. 40 to 50 Ms. More than 50 Ms.	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0

CLASSIFICATION	ENGINE NUMBERS	PORTLAND AND CORVALLIS										PORTLAND AND AIRLIE													WILLSB'RG & BEAV'TN		NATRON & OAKRIDGE		GEER AND SALEM	
		Westward			Eastward							Westward						Eastward							Westward	Eastward	Westward	Eastward	Westward	Eastward
		Portland to Beav'rton	Beav'rton to Gaston	Gaston to Corvallis	Corvallis to Ind'p'nce	Ind'p'nce to St.Joseph	St.Joseph to Yamhill	Yamhill to Gaston	Gaston to Reedville	Reedville to Beav'rton	Beav'rton to Portland	Portland to Sherwood	Sherwood to Sp'gbr'ok	Sp'gbr'ok to Smithf'ld	Smithf'ld to Dallas	Dallas to Monm'th	Monm'th to Airlie	Airlie to Smithf'ld	Smithf'ld to Whiteson	St.Joseph to Sp'gbr'ok	Sp'gbr'ok to Sherwood	Sherwood to Portland	Bro'dm'd to Sheridan	Sheridan to Bro'dm'd	Willsb'rg to Beav'rton	Beav'rton to Willsb'rg	Natron to Oakridge	Oakridge to Natron	Geer to Salem	Salem to Geer
E-63 $\frac{16}{24}$ 44	1501 to 1510	120	900	635	635	825	785	750	1050	1125	400	540	375	800	385	1450	600	780	1050	670	370	820	740	540	1280	1280	1030	1030	830	1100
E-63 $\frac{16}{24}$ 46	1511	120	900	635	635	825	785	750	1050	1125	400	540	375	800	385	1450	600	780	1050	670	370	820	740	540	1280	1280	1055	1055	830	1205
E-63 $\frac{17}{24}$ 50	1320, 1355 to 1361	130	950	660	660	855	810	775	1100	1175	430	600	425	870	425	1550	650	830	1100	720	420	870	790	600	1380	1380	1180	1180	930	1205
M-53 $\frac{17}{24}$ 63	1600	190	1200	850	850	1100	1050	1000	1400	1500	600	740	525	1080	650	2000	800	1080	1400	900	500	1100	1000	740	1500	1500	1380	1380	1110	1480
M-57 $\frac{17}{24}$ 68	1601 to 1607																													
T-57 $\frac{18}{24}$ 68	2025	190	1200	850	850	1100	1050	1000	1400	1500	600	740	525	1080	650	2000	800	1080	1400	900	500	1100	1000	740	1500	1500	1380	1380	1110	1480
T-57 $\frac{18}{24}$ 74	2029																													
T-57 $\frac{18}{24}$ 70	2030, 2031	200	1300	900	900	1200	1100	1050	1500	1600	640	780	550	1130	710	2150	850	1130	1500	950	525	1165	1060	780	1680	1680	1430	1430	1180	1580
T-57 $\frac{18}{24}$ 72	2041, 2048, 2058, 2085, 2099																													
M-57 $\frac{18}{24}$ 73	1610 to 1614	200	1300	900	900	1200	1100	1050	1500	1600	640	780	550	1130	710	2150	850	1130	1500	950	525	1165	1060	780	1680	1680	1430	1430	1180	1580
E-62 $\frac{18}{26}$ 62	1476	190	1200	850	850	1100	1050	1000	1400	1500	600	740	525	1080	650	2000	800	1080	1400	900	500	1100	1000	740	1580	1580	1380	1380	1110	1480
E-63 $\frac{18}{24}$ 69	1385																													
E-63 $\frac{18}{24}$ 68	1395																													
T-57 $\frac{18}{24}$ 88	2130, 2133, 2138, 2141, 2145, 2148	210	1430	1050	1050	1430	1280	1200	1630	1700	700	800	600	1400	750	2200	900	1200	1550	1050	575	1430	1200	800	1780	1780	1580	1580	1280	1680
T-63 $\frac{18}{30}$ 77	2194, 2195, 2200, 2203, 2204, 2205, 2206	220	1450	1100	1100	1500	1380	1300	1730	1800	750	850	650	1470	800	2300	950	1250	1600	1100	625	1500	1300	850	1780	1780	1730	1730	1380	1880
T-57 $\frac{18}{30}$ 78	2190, 2191, 2197	220	1500	1100	1100	1500	1380	1300	1730	1800	750	850	650	1470	800	2300	950	1250	1600	1100	625	1500	1300	850	1780	1780	1730	1730	1380	1880
T-57 $\frac{18}{30}$ 71	2193																													
T-57 $\frac{18}{30}$ 84	2208																													
ALLOWANCES FOR EMPTY AND UNDERLOADED CARS	Less than 40 Ms. 40 to 50 Ms. More than 50 Ms.	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	....	....	....	6 3 0	6 3 0

These ratings include the total weight of train, exclusive of engine and tender, which the different classes of locomotives will haul in each direction between the stations shown.

CLASS "C"–Consolidation engine "T"–Ten-wheelers "M"–Moguls "P"–Pacific Type "E"–Eight-wheelers "Mk"–Mikado

EXAMPLE—Consolidation engine having 57 inch drivers, Cylinders 22 inch diameter and 30 inch stroke, and weighing 187,000 pounds on Drivers: C-57 $\frac{22}{30}$ 187

LIST OF SURGEONS, HOSPITAL DEPARTMENT

Name	Title	Location	District
DR. F. K. AINSWORTH	Chief Surgeon and Mgr.	San Francisco	All.
DR. G. F. WILSON	Division Surgeon	Portland	Lines in Oregon.
DR. A. L. BERKLEY	Assistant Surgeon	Portland	
DR. G. AINSLIE	Oculist and Aurist	Portland	Portland.
DR. G. H. BUCK	District Surgeon	East Portland	Portland (East Side) to Clackamas.
C. H. MEISSNER	District Surgeon	Oregon City	Clackamas to New Era.
DR. H. A. DEDMAN	District Surgeon	Canby	New Era to Aurora.
DR. B. F. GIESY	Emergency Surgeon	Aurora	
DR. S. W. WEAVER	Emergency Surgeon	Hubbard	
DR. O. P. OVERTON	District Surgeon	Woodburn	Aurora to Gervais and Mt. Angel.
DR. W. W. KETTLE	Emergency Surgeon	Gervais	
DR. W. H. BYRD	District Surgeon	Salem	Gervais to Marion.
G. A. MASSEY	Emergency Surgeon	Turner	
DR. W. W. ALLEN	Emergency Surgeon	Jefferson	
DR. H. J. KAVANAUGH	District Surgeon	Albany	Marion and Halsey.
DR. C. E. KENNEDY	Emergency Surgeon	Shedd	
DR. T. K. JOHNSON	Emergency Surgeon	Halsey	
DR. W. H. DALE	Emergency Surgeon	Harrisburg	
DR. D. P. LOVE	District Surgeon	Junction City	Halsey to Irving.
DR. D. A. PAINE	Consulting Surgeon	Eugene	Irving to Creswell.
DR. WM. KUYKENDALL	District Surgeon	Eugene	
DR. J. E. KUYKENDALL	Assistant Surgeon	Eugene	
DR. J. E. BRIDGEWATER	Emergency Surgeon	Creswell	
DR. B. R. JOB	District Surgeon	Cottage Grove	Creswell to Comstock.
DR. H. A. CANFIELD	District Surgeon	Drain	Comstock to Yoncalla.
DR. W. C. GILMOUR	District Surgeon	Oakland	Yoncalla to Wilbur.
DRS. A. C. SEELY & A. F. SETHER.	District Surgeons	Roseburg	Wilbur to Dillard.
DR. F. G. HEWETT	District Surgeon	Yoncalla	
DR. W. W. ASHLEY	Emergency Surgeon	Myrtle Creek	
DR. WM. F. KAISER	District Surgeon	Riddle	Dillard and West Fork.

Name	Title	Location	District
DR. F. P. ADAMS	District Surgeon	Glendale	West Fork to Leland.
DRS. CLEMENT & LOUGHRIDGE	District Surgeons	Grants Pass	Leland to Central Point.
DR. W. P. CHISHOLM	Emergency Surgeon	Gold Hill	
DR. E. B. PICKEL	District Surgeon	Medford	Central Point to Talent.
DR. J. J. EMMONS	Oculist and Aurist	Medford	
DR. J. S. PARSONS	Consulting Surgeon	Ashland	Talent to Ashland.
DR. A. W. BOSLOUGH	District Surgeon	Ashland	Talent to Ashland.
DR. R. E. KLEINSORGE	District Surgeon	Silverton	Mt. Angel to Aumsville.
DR. A. BURSELL	Emergency Surgeon	Aumsville	
DR. A. G. PRILL	District Surgeon	Scio	Aumsville to Brownsville.
DRS. BARR & POLLARD	District Surgeons	Springfield	Armitage to Natron and Wendling.
DR. E. A. LOOMIS	Emergency Surgeon	Marcola	
DR. O. E. PETTERSON	Emergency Surgeon	Wendling	
DR. J. R. STEAGALL	District Surgeon	Coburg	Brownsville to Armitage.
DR. J. C. BOOTH	District Surgeon	Lebanon	Lebanon Branch.
DR. E. W. HOWARD	District Surgeon	Brownsville	
DR. P. M. CARSTENS	District Surgeon	Beaverton	Portland to Reedville and Beaverton Bh.
DR. J. P. TAMIESIE	Consulting Surgeon	Hillsboro	Reedville to Yamhill.
DR. R. M. ERWIN	District Surgeon	Hillsboro	Reedville to Yamhill.
DR. E. J. CROWTHERS	Emergency Surgeon	Cornelius	
H. W. VOLLMER	Emergency Surgeon	Forest Grove	
DR. H. E. CARRUTH	Emergency Surgeon	Yamhill	
DR. J. H. COOK	District Surgeon	McMinnville	Yamhill to Whiteson.
DR. O. D. BUTLER	District Surgeon	Independence	Whiteson to Wellsdale.
DR. G. R. FARRA	District Surgeon	Corvallis	Wellsdale to Corvallis.
DRS. PERNOT & JOHNSON	District Surgeons	Corvallis	Wellsdale to Corvallis.
DR. W. H. BECKER	Emergency Surgeon	Sherwood	
DR. H. A. LITTLEFIELD	Emergency Surgeon	Newberg	
DR. W. T. SMITH	District Surgeon	Sheridan	Whiteson to Sheridan.
DR. A. B. STARBUCK	District Surgeon	Dallas	Sheridan Jct. to Airlie.
DR. W. D. BUTLER	Emergency Surgeon	Airlie	

When employes, passengers or others are injured, call the nearest Company Surgeon, preferably District Surgeon. Emergency Surgeons are called only when patients cannot be sent to or await the arrival of District Surgeons.
When necessary to call Surgeons other than those regularly employed by the Company, it should be with the distinct understanding that their services will not be required after the arrival of Company Surgeon.
Any officer of the Company is authorized to call Company Surgeons to attend the injured.
When tramps or other trespassers are injured on the Company's Lines, they should be turned over to friends, or to city, county or other local relief authorities, after immediate necessary attention has been rendered by Company Surgeon.

MILEAGE

Main Line					
Ashland to Portland	O. & C. R. R.				341.11
Branches					
Beaverton	O. & C. R. R.	Beaverton to Cook	7.28		
		Oswego to Willsburg Jct.	3.07		
				10.35	
*C. & E. R. R.	O. & C. R. R.	C. & E. Crossing to Corvallis		1.46	
Lebanon	O. & C. R. R.	Albany Jct. to Lebanon		11.38	
Mohawk	O. & C. R. R.	Mohawk Jct. to Wendling		15.95	
Natron	C. P. Ry.	Natron to Oakridge		34.39	
Portland-Airlie	O. & C. R. R.	Portland to St. Joseph	36.65		
		Whiteson to Airlie	36.44		
				73.09	

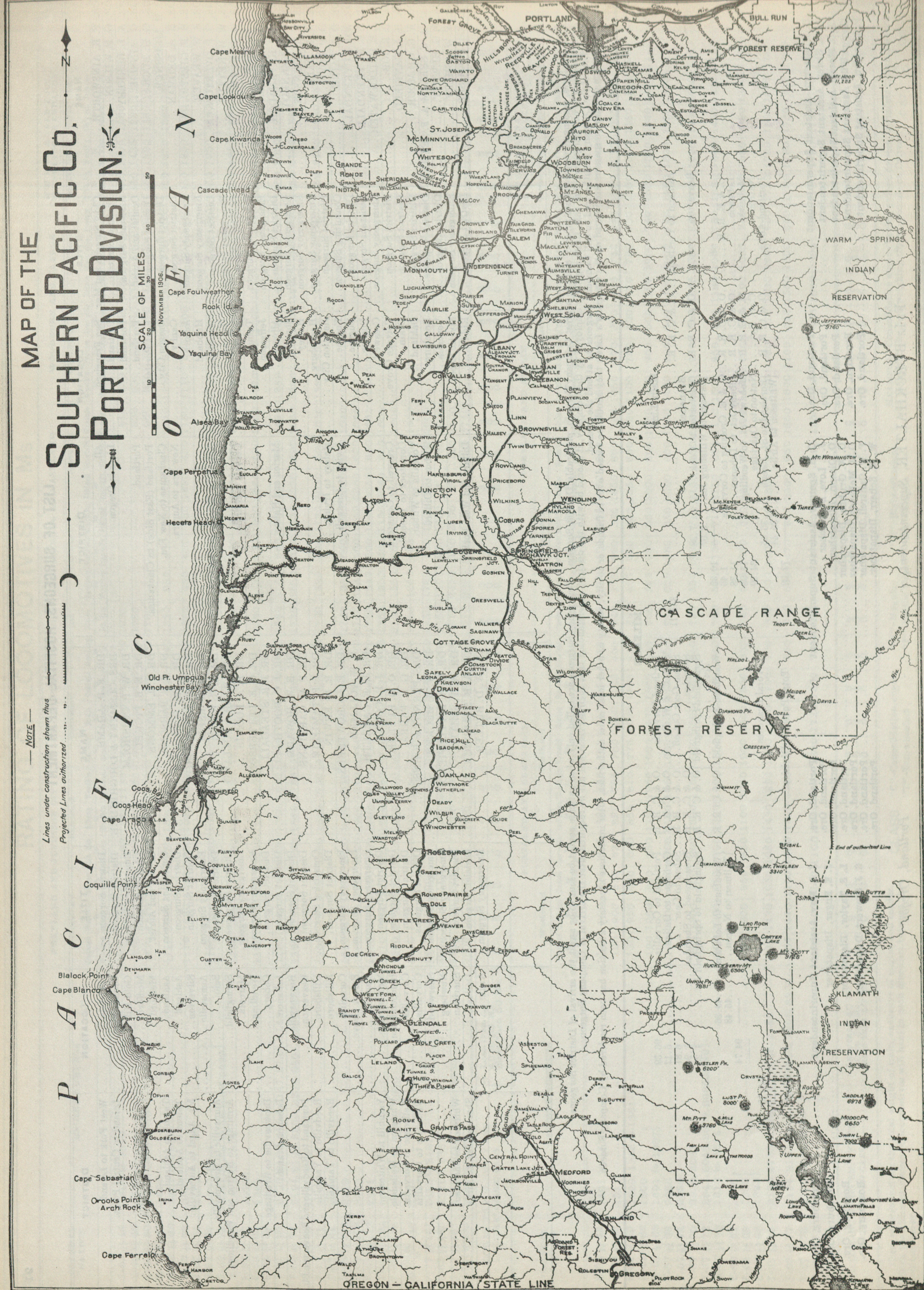
Portland-Corvallis	O. & C. R. R.	Portland to Corvallis		96.39	
*S. F. C. & W. Ry.	O. & C. R. R.	Gerlinger to Dallas		5.12	
Salem-Geer Cut-off	O. & C. R. R.	Salem to Geer		6.81	
Sheridan	O. & C. R. R.	Broadmead to Sheridan		7.24	
Springfield-Springfield Jct.	O. & C. R. R.	Springfield to Springfield Jct.		1.23	
Woodburn-Springfield	O. & C. R. R.	Woodburn to Lebanon	49.26		
		Tallman to Natron	45.48		
				94.74	
Total Branches					358.15
Total Portland Division					699.26

C. W. Martyn, Assistant Superintendent ...... **Portland, Ore.**
F. M. Siefer, Assistant Superintendent ...... **Portland, Ore.**
G. C. Morris, Assistant Superintendent ...... **Portland, Ore.**
George Wild, Assistant Superintendent ...... **Brooklyn, Ore.**
F. Hanssen, Assistant Superintendent ...... **Portland, Ore.**

C. H. Spencer, Assistant Superintendent ...... **Portland, Ore.**
J. I. Love, Dispatcher ...... **Portland, Ore.**
O. Olsson, Dispatcher ...... **Portland, Ore.**
C. W. Grubbs, Dispatcher ...... **Portland, Ore.**
D. J. McLardy, Dispatcher ...... **Portland, Ore.**
F. W. Cantrell, Dispatcher ...... **Portland, Ore.**
W. M. Scherr, Dispatcher ...... **Portland, Ore.**

J. L. May, Assistant Superintendent ...... **Roseburg, Ore.**
J. E. Enger, Dispatcher ...... **Roseburg, Ore.**
L. S. Taylor, Dispatcher ...... **Roseburg, Ore.**
S. J. Stewart, Dispatcher ...... **Roseburg, Ore.**

F. L. BURCKHALTER, *Superintendent*, ... *Portland, Oregon*

MAP OF THE
SOUTHERN PACIFIC CO.
PORTLAND DIVISION.
SCALE OF MILES
November 1906.
0
10
20
30
40
50
NOTE
Lines under construction shown thus
Projected Lines authorized
N
PACIFIC OCEAN
PORTLAND
Columbia
BULL RUN
FOREST RESERVE
Mt. Hood 11,225
FOREST GROVE
HILLSBORO
BEAVERTON
OSWEGO
OREGON CITY
Tillamook
Cape Meares
Cape Lookout
Cape Kiwanda
Cascade Head
GRANDE RONDE INDIAN RES.
SHERIDAN
McMINNVILLE
ST. JOSEPH
WHITESON
CARLTON
DALLAS
SALEM
MONMOUTH
INDEPENDENCE
WOODBURN
AURORA
SILVERTON
Cape Foulweather
Rock Id.
Yaquina Head
Yaquina Bay
Alsea Bay
WALDPORT
ALBANY
CORVALLIS
LEBANON
TALLMAN
BROWNSVILLE
HALSEY
HARRISBURG
JUNCTION CITY
EUGENE
SPRINGFIELD
NATRON
MOHAWK JCT.
WENDLING
COBURG
Cape Perpetua
Heceta Head
FLORENCE
ACME
COTTAGE GROVE
DRAIN
YONCALLA
OAKLAND
ROSEBURG
Old Ft. Umpqua
Winchester Bay
GARDINER
Coos Bay
Coos Head
Cape Arago
MARSHFIELD
NORTH BEND
COQUILLE
MYRTLE POINT
Coquille Point
BANDON
Blalock Point
Cape Blanco
PORT ORFORD
Humbug Mt.
RIDDLE
GLENDALE
GRANTS PASS
MEDFORD
ASHLAND
JACKSONVILLE
CENTRAL POINT
Cape Sebastian
Crooks Point
Arch Rock
Cape Ferrelo
HARBOR
SISKIYOU
GREGORY
OREGON — CALIFORNIA STATE LINE
WARM SPRINGS INDIAN RESERVATION
Mt. Jefferson 9760
Mt. Washington
Three Sisters
CASCADE RANGE
FOREST RESERVE
Diamond Pk.
Mt. Thielsen 9310
Crater Lake
Mt. Scott
Union Pk.
KLAMATH INDIAN RESERVATION
Klamath Agency
Mt. Pitt 9760
Klamath Lake
End of authorized Line
KLAMATH FALLS
Round Butte
Odell
Crescent
Davis L.
Ashland Forest Res.